

# GRAIN DEALERS JOURNAL

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Jones Tried Us.**  
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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### AMARILLO, TEX.

Plains Grain Co., E. S. Blasdel, grain, field seeds.\*

### ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.\*

### ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

### ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain hay.\*

### BALTIMORE, MD.

Chamber of Commerce Members.

Blackburn & Co., C. P., grain recvrs., exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., gr'n receivers & expts.\*  
Gill & Fisher, receivers and shippers of grain.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, gr. com. merchants.

### BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.  
Hasenwinkle Grain Co., grain brokers.  
Slick & Co., L. E., grain brokers.  
Smith-Hamilton Grain Co., brokerage.  
Worth-Gyles Grain Co., cash and futures grain.

### BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.\*

### BUFFALO, N. Y.

Corn Exchange Members.

Churchill Gr. & Seed Co., recvrs., shippers.  
Doorty-Ellsworth Co., Inc., brokerage commission.  
Electric Grain Elevtr. Co., consignments.  
Harold, A. W., grain, barley a specialty.  
Heathfield & Co., Inc., W. G., strictly commission.  
Irwin, Dudley M., barley.  
Pratt & Co., receivers, shippers of grain.  
Urmston Grain Co., grain commission.\*

### CAIRO, ILL.

Board of Trade Members.

Hastings Co., Samuel, receivers and shippers.  
Macee Grain Co., grain.\*  
Thistlewood & Co., grain and hay.

### CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., grain merchants.

### CHAMPAIGN, ILL.

Baldwin & Co., H. L., grain brokers.  
Flanders, Junius A., grain broker, mill feeds.

### CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission mchts.  
Armour Grain Co., grain buyers.\*  
Ashum, Slade & Basting, consignments, futures.  
Bailey & Co., E. W., grain commis'n merchants.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Carhart Code Harwood Co., 35-36 Board of Trade.\*  
Clement, Curtis & Co., commission merchants.  
Delany, Frank J., grain commission.  
Dole & Co., J. H., grain and seeds.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., grain, seeds.\*  
Griffin & Co., J. P., commission merchants.  
Harris, Winthrop & Co., W. K. Mitchell, Mgr.\*  
Hitch & Carder, commission merchants.  
Hoit & Co., Lowell, commission, grain and seeds.  
Hooper Grain Co., oat shippers.\*  
Lamson Bros. & Co., consignments solicited.\*  
Lewis & Co., F. S., grain & provisions.\*  
Logan & Bryan, options, cash grain.  
MacKenzie & Day, commission merchants.  
McKenna & Rodgers, commission merchants.\*  
Merritt Co., W. H., grain, seeds.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*  
Nash-Wright Grain Co., grain, prov., seeds.\*  
Norris Grain Co., grain merchants.\*  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
Quinn, Geo. B., grain commission.  
Rosenbaum Bros., receivers, shippers.\*  
Rothschild Co., D., barley and malt.  
Rothschild Co., The Moses, general grain com'n.  
Runsey & Company, grain commission.\*  
Sawers Grain Co., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Sincere & Co., Chas., N. Y. stocks, Chicago grain.  
Staffer & Co., J. C., grain merchants.\*  
Somers, Jones & Co., grain and field seeds.\*  
Thayer & Co., Clarence H., commission.  
Warner Co., E. W., receivers and shippers.\*  
Walters Brothers, consignments.  
Ware & Leland, grain seeds.  
White & Co., A. J., commission merchants.

### CINCINNATI, O.

Chamber of Commerce Members.

Blumenthal, Max, grain, barley a specialty.\*  
Ellis & Fleming Brown Co., gr. and hay coman.\*  
Union Gr. & Hay Co., grain buyers and comsn.\*

### CLEVELAND, O.

Bailey, E. I., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Lake Shore Elevtr. Co., grain and feed.  
Sheets Elevator Co., The, grain, hay, straw.  
Shepard, Clark & Co., grain merchants.\*  
Star Elevtr. Co., receivers, grain, hay, straw.\*

### CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain and seed dealers.

### DAVENPORT, IOWA.

Davenport Elevtr. Co., receivers and shippers.\*  
Griffith Grain Co., grain merchants.  
Hutton, Collins & Frenzel, grain brokers.

### DENVER, COLO.

Ayres Mercantile Co., The, F. C. milling wheat.  
Best & Co., J. D., buy and sell all grains.\*  
Cash Commission Co., grain merchants.  
Crescent Mill & Elevtr. Co., The, wheat, corn, oats.  
Denver Elevator Co., The, grain merchants.  
Farmers Grain Co., receivers, shippers.  
Harrington Plumer Merc. Co., The, alfalfa hay.  
O'Donnell Grain Co., wholesale grain.  
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.

### DES MOINES, IA.

Taylor & Patton Co., buyers and shippers.\*

### DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., beans, wheat, oats.  
Caughy-Jossman Co., buyers of grain and seeds.  
Dumont, Roberts & Co., receivers, shippers.\*  
H. M. Hobart & Son, grain, hay, millfeeds.\*  
Lapham & Co., J. S., recvrs. & shippers of grain.\*  
Simmons & Co., F. J., grain, hay and straw.\*  
Swift Grain Co., consignments solicited.

### DULUTH, MINN.

Board of Trade Members.

Kenkel-Todd Co., grain commission.  
McCabe Bros. Co., grain commission.  
Randall, Gee & Mitchell, grain commission.  
United Grain Co., grain commission.  
White Grain Co., receivers and shippers.

### ENID, OKLA.

White Grain Co., The, receivers and shippers.

### FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.  
King, Douglass W., grain feedstuffs, seed.

### FOWLER, IND.

Prillaman & Co., G. H., cash grain & bkg.

### FRANKFORT, IND.

Frank & Co., Wm., grain brokers.\*

### GALVESTON, TEX.

Board of Trade Members.

Fordtran, J. S., grain commission merchant.  
Wisrodt Grain Co., wholesale grain eltr., facilities.

### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

### HASTINGS, NEBR.

Stockham Grain Co., E., whole grain & feed.

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.  
Rothschild & Co., Sigmond, domestics expt. grain.

### HUTCHINSON, KAN.

Bolin Hall Grain Co., Kans. hard wheat.  
Central Grain Co., grain, feed, mill prdts.  
Gano Grain Co., grain merchants.  
Goffe & Carkener, receivers & shippers.  
Hayes Grain Co., John, receivers & shippers.  
Hugoton Elevtr. & Whse. Co., kafir, milo maize.  
Hutchinson Flour Mills, flour, wheat, corn.  
Jennings Grain Co., C. D., consignments.  
Larabee Flour Mills Co., want mlg. wheat.  
McClure Grain Co., J. B., grain & seeds.  
Pettit Grain Co., L. H., gr. com., recvrs., shprs.  
Sylvia Milling Co., grain & feed.  
Turon Mill & Elevtr. Co., recvrs. & shprs.  
Rock Mill & Elevtr. Co., wheat, corn, oats.  
Union Grain Co., mlg. wheat, kafir, milo.

### INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevtr. & Feed Co., receivers and shippers.  
Boyd Grain Co., Bert A., strictly brkg. & com.\*  
Central Grain & Seed Co., recvrs. and shippers.\*  
Gale Bros. Co., grain, hay, feed.\*  
Kinney Grain Co., H. E., receiver and shipper.\*  
Merchants Hay & Grain Co., grain, hay, feed.  
Miller Grain Co., receivers grain and hay.  
Minor, E. B., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.

### INDIANAPOLIS—Continued.

Mutual Grain Co., grain commission.\*  
Star Elevator Co., grain merchants.  
Urmston Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.

### JACKSON, MICH.

Stockbridge Elevtr. Co., trk. buyers, slrs, gr. & sds.

### KANSAS CITY, MO.

Board of Trade Members.

Aylsworth, Neal, Tomlin Gr. Co., recvrs., shprs.  
Bruce Bros. Grain Co., consignments.  
Christopher & Co., B. C., grain commission.\*  
Croysdale Grain Co., grain commission.  
Davis Grain Co., A. C., grain commission.\*  
Denton Kuhn Gr. Co., consignments.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Fowler Grain Co., Lev., receivers & shippers.  
Fox-Miller Grain Co., receivers and shippers.  
Goffe & Carkener, recvrs. and shprs. of grain.\*  
Hinds Grain Co., The, receivers, shippers.  
Kemper Mill & Elevtr. Co., grain and feed.  
Logan Bros. Grain Co., grain merchants.  
Mensendieck Grain Co., consignments.  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers & shippers.\*  
Morrison Grain Co., commission merchants.  
Moss Grain Co., consignments, future orders.  
Nicholson Gr. Co., W. S., grain commission.\*  
Norris Grain Co., grain merchants and exporters.  
Parker Corn Co., corn, oats, kafir, milo.  
Roahan Grain Co., E. E., grain, flour, millfeed.\*  
Russell Grain Co., hay our specialty.  
Secular-Bishop Grain Co., consignments.  
Smith-Vincent & Co., recvrs., shprs., expts.  
Shannon Gr. Co., consignments solicited.\*  
Stevenson Grain Co., grain commission.\*  
Terminal Elevators, receivers, shippers.\*  
Twidale-Wright Grain Co., consignments-futures.  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., commission merchants.  
Watkins Grain Co., commission merchants.  
Western Grain Co., grain, mill feed, hay.

### KENTLAND, IND.

McCray Grain Co., wholesale grain dlrs.

### LINCOLN, NEBR.

Lincoln Grain Co., cash and futures grain.  
Paul, J. M., grain broker.

### LITTLE ROCK, ARK.

Munn-Burrow Brokerage Co., grain, hay, mill feed.

### LOUISVILLE, KY.

Board of Trade Members.

Callahan & Sons, receivers and shippers of grain.\*  
Edinger & Co., grain, hay, flour.  
Fruechtenicht, Henry, hay, grain, mill products.

### LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

### MANSFIELD, OHIO.

Goemann Grain Co., grain buyers.\*

### MEMPHIS, TENN.

Merchants Exchange Members.

Buxton, E. E., broker and commission merchant.  
Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., consignments.  
U. S. Feed Co., grain, hay, millfeed.  
Webb & Maury, brokers and com. merchants.  
Wyatt, E. W., grain, hay, mill feed broker.

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

### MILWAUKEE, WIS.

Chamber of Commerce Members.

Fagg & Taylor, shprs. corn, oats, barley.  
Franke Grain Co., receivers and shippers.  
Kamm Company, P. C., barley and rye.\*  
Owen & Brother Co., grain commission.  
Rialto Elevtr. Co., grain receivers & shippers.  
Stacks & Kellogg, grain merchants.

### MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Benson-Newhouse-Stabeck Co., grain com.  
Briggs Grain Co., grain merchants.  
Cargill Commission Co., grain commission.  
Carter, Sammis & Co., grain commission.  
Cereal Grading Co., grain merchants.  
Dalrymple Co., William, gr. com.  
Davies & Co., F. M., grain commission.\*  
Getchell-Tanton Co., grain commission.  
Gould Grain Co., grain merchants.  
Hallett & Carey Co., grain merchants.  
Hankinson & Co., H. L., grain commission.  
Lewis & Co., Chas. E., consignments.  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
Minnesotah Grain Co., grain commission.\*  
Poehler Co., H., commission merchants.  
Quinn Shepherdson Co., grain commission.\*  
Randall, Gee & Mitchell, grain com.  
Stair, Christensen & Timmerman, gr. commission.\*  
Turle & Co., grain commission.  
Van Dusen-Harrington Co., grain merchants.\*  
Winter-Truesdell-Ames Co., grain com.  
Zimmerman, Otto A., barley & oats my specialty.\*



## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

### NEW CASTLE, IND.

Mercer, Frazier & Holloway, field seeds & grain.

### NEW CASTLE, PA.

Hamilton, C. T., grain, hay, straw, millfeed, pro.

### NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.

### NEW YORK CITY.

Produce Exchange Members.

Forbell & Co., L. W., grain commission.\*

Keusch & Schwartz Co., oats, corn, wheat.

### OGDEN, UTAH.

Brown Co., The W. D., wholesale grain.

### OKLAHOMA CITY, OKLA.

Cowan, Arthur, grain, hay and feed.

### OMAHA, NEBR.

Grain Exchange Members.

Blanchard-Niswonger Co., recvrs. & shprs.

Cavers Sturtevant Co., receivers and shippers.\*

Crowell Elevator Co., receivers, shippers.\*

Holmquist Elevator Co., receivers and shippers.\*

Merriam Commission Co., consignments.

Ollne Grain Co., consignments.

Omaha Elevator Co., receivers, shippers.\*

Roberts Grain Co., Geo. A., grain merchants.

Trans-Mississippi Grain Co., recvrs. & shprs.\*

United Grain Co., grain commission.

Welsh Grain Co., grain, hay consignments.

### PAMPA, TEXAS.

McMurtry Grain Co., L. C., grain merchants.

### PEORIA, ILL.

Board of Trade Members.

Buckley, Pursley & Co., grain and seeds.\*

Dewey & Sons, W. W., grain commission.

Cole Grain Co., Geo. W., grain commission.

Grier & Co., T. A., grain commission.\*

Miles, P. B. & C. C., grain commission.\*

Mueller Grain Co., receivers and shippers.\*

Rumsey, Moore & Co., grain receivers.\*

Tyng, Hall & Co., grain commission.\*

### PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.\*

Dunwoody Co., Ezl., flour, grain feed.\*

Graff & Son, L. G., receivers and exporters.

Lemont & Son, E. K., hay, grain, millfeed.\*

### PHILADELPHIA—Continued.

Miller & Sons, L. F., grain, seeds, hay.\*

Richardson Bros., grain, flour, millfeeds.\*

Richardson, Edw. M., grain and feeds.\*

Stites, A. Judson, grain and millfeed.

### PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses &

chicken feeds; jobbers mill feeds & cereals.

### PITTSBURGH, PA.

Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.\*

Geldel & Leubin, grain and hay.

Hardman & Heck, grain, hay and millfeed.\*

Heck & Co., W. F., grain, hay and millfeed.\*

Herb Bros. & Martin, grain and hay.\*

McCague, R. S., grain, hay.\*

Smith & Co., J. W., grain, hay.\*

Stewart, D. G., grain, hay, feed.

Walton Co., Samuel, grain and hay.\*

### PLAINVIEW, TEXAS.

Cobb Grain Co., grain merchants.

### PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

### PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.

### RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

### SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.

### SPRINGFIELD, ILL.

Conover Grain Co., E. B., cash grain and futures.

### ST. JOSEPH, MO.

Aunt Jemima Mills Co., hominy feed.

Brunswick Grain Co., A. J., receivers & expts.

Elwood Grain Co., brokers & shippers wheat, corn.

Gordon Comm. Co., T. P., grain dir. and broker.

St. Joseph Hay & Feed Co., gr. & hay dirs.

### ST. LOUIS, MO.

Merchants Exchange Members.

Elmore Schultz Gr. Co., recvrs. & shprs. grain.

Goffe & Carkener Co., grain commission.\*

Graham & Martin Grain Co., grain commission.\*

Hunter Grain Co., grain commission.

Marshall-Hall-Waggoner Grain Co., grain com.

### ST. LOUIS—Continued.

Jones-Wise Com. Co., grain, hay and seeds.\*

Langenberg Bros. Grain Co., grain commission.\*

Morton & Co., grain, hay and seeds.

Mullally Com. Co., Martin, consignments.\*

Nanson Commission Co., grain commission.\*

Picker & Beardsley Com. Co., grain & grass seed.\*

Priver-Connor Gr. Co., receivers-shippers grain.

Seele Bros. Grain Co., grain commission.

Toberman, Mackey & Co., consignments solicited.\*

### TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

### TOLEDO, O.

Produce Exchange Members.

De Vore & Co., H. W., grain and seeds.\*

King & Co., C. A., grain and seeds.

Paddock Hodge Co., The, receivers and shippers.

Rundell & Co., W. A., grain and seeds.\*

Southworth & Co., grain and seeds.\*

Wickenhiser & Co., John, grain recvrs., shippers.

Young Grain Co., consignments, futures.

Zahn & Co., J. F., grain, seeds.\*

### TOPEKA, KANS.

Cardwell Grain Co., M. W., grain and seeds carlots.

Derby Grain Co., grain dealers.

### WICHITA, KANS.

Board of Trade Members.

Beall Grain Co., specialty milling wheat.

Bossemeier Bros., grain merchants.\*

Bruce Bros., Grain Co., consignments.

Burdg Grain Co., Clark, consignments.

Craig Grain Co., J. W., consign'ts & mill orders.\*

Hacker Grain Co., recvr., shpr. grain feed.

Harold Grain Co., J. R., milling wheat.

Kansas Flour Mills Co., The, expts., consign'ts.

Kansas Milling Co., The, millers and grain dealers.

Keith Grain & Com. Co., grain & commission.\*

Kelly Grain Co., Edward, consignments.\*

Kemper Grain Co., The, receivers and shippers.\*

Marshall Hall-Waggoner Grain Co., exporters.

Norris Grain Co., The Exporters.\*

Powell & Co., L. H., receivers and shippers.\*

Roehen Grain Co., E. E., grain, flour, mill feed.\*

Roth Grain Co., receivers and shippers.

Strong Grain & Coal Co., B., grain & coal.\*

Wagner Grain Co., kaffir, oats, wheat, corn.

Wallingford Bros., corn, wheat, oats.\*

Williamson Grain Co., grain commission.\*

Woodside Smith Grain Co., receivers & shippers.

### WINCHESTER, IND.

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### WINFIELD, KANS.

Hayes Grain Co., John, hay, grain, seeds.

\*Members Grain Dealers National Association.

## An Opportunity for Your Grain

to bring you good money is afforded you if you will ship it to the Grain Center of the Rockies—Denver, Colo. If you have never shipped grain to this market you have missed something. If you once get acquainted with the service rendered by the members of the Denver Grain Exchange listed below, all your future grain will go to Denver. It's worth a trial.

### Harrington Plumer Mercantile Co., The

Alfalfa hay buyers and shippers.

### O'Donnell Grain Co.

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### Summit Grain & Coal Co., The

Wheat, corn, oats, rye, barley. We always buy and sell.

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We buy and sell all kinds of grain. Ask for prices.

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Milling wheat, corn, oats, barley, beans, seeds and hay.

### Cash Commission Co.

28 years in Denver—Try us.

### Crescent Mill & Elevator Co., The

We buy and sell wheat, corn, oats.

We make and sell flour and corn meal.

### Denver Elevator Co., The

Send us your grain. We buy it.

### Farmers Grain Co.

Receivers and shippers milling wheat, corn, seed, oats, barley.

### NOTE

All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade, is discounted by three disinterested members of the Exchange.

If you wish to buy or sell grain in carlots write us.

The A. McClelland Mercantile, I. & R. Co., Pueblo, Colo.

Pueblo is the Real City of Opportunity, Sunshine and Health.



Chamber of Commerce  
Members

## MINNEAPOLIS

Chamber of Commerce  
Members**HALLET & CAREY CO.**  
**GRAIN COMMISSION**Members of Leading Grain Exchanges  
MINNEAPOLIS DULUTH WINNIPEGShip to  
**H. POEHLER CO.**  
Est. 1855  
**GRAIN COMMISSION**  
MINNEAPOLIS DULUTH**BENSON-NEWHOUSE-STABECK CO.**  
**GRAIN COMMISSION**REFERENCES:  
First National Bank, Minneapolis Commercial Agencies  
Minneapolis, Minn.  
Minneapolis Duluth Milwaukee Chicago Winnipeg**Cereal Grading Co.**

W. T. FRASER, Vice Pres., &amp; Mgr.

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20 Years Experience in assembling and distributing Choice Rye for milling and distilling trade. Largest Rye handlers in the West. Also shippers of

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No. 3 Chamber of Commerce  
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MINNEAPOLIS DULUTH

**H. L. HANKINSON & CO.****GRAIN COMMISSION**

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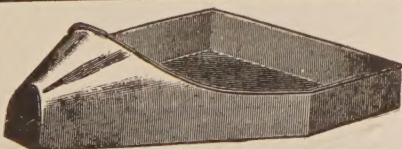
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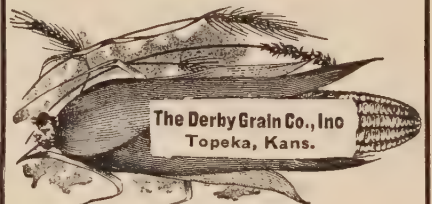
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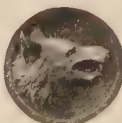
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the interest of your market at heart, support it earnestly, help to advertise it thoroughly and above all do not convey the impression that it is an indifferent market by giving it 30 cents worth of advertising.

You Ought  
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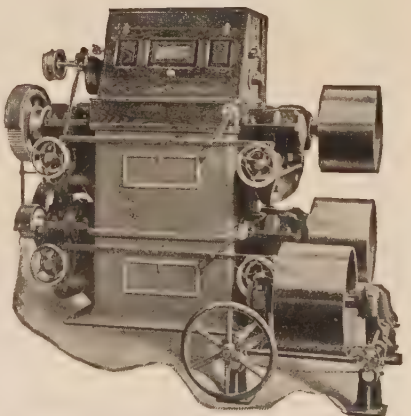
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Under New Ownership

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Buyers or Sellers by Weight  
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### HOWE SCALES

#### Because

They are **Ball Bearing**  
They are **Everlasting**  
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They are **Simplest**  
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### New Portable Automatic

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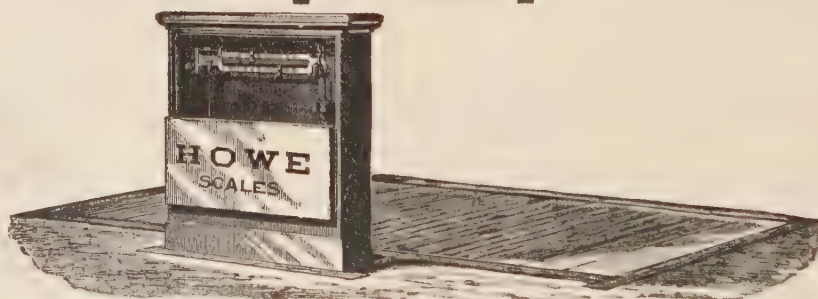
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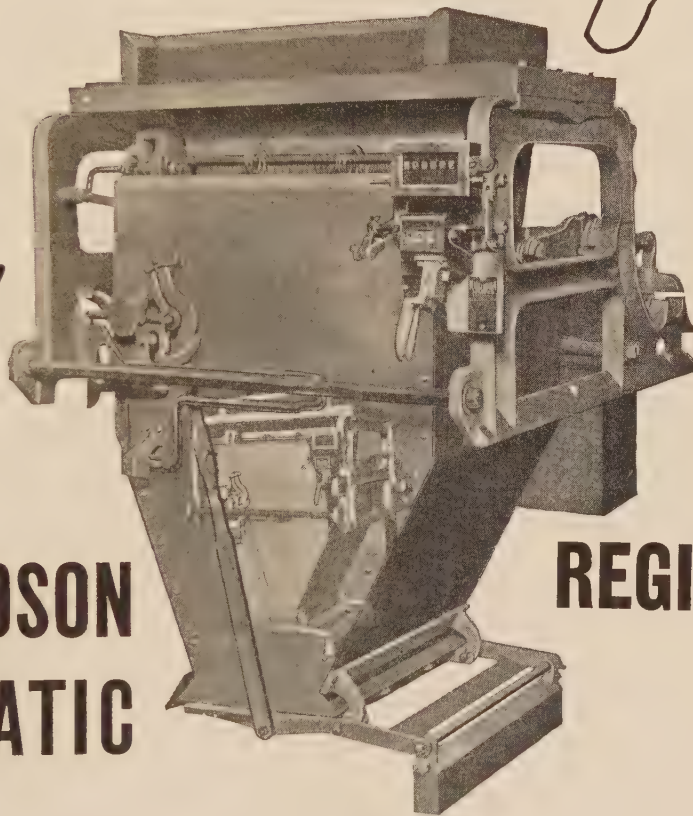


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*That's  
Nothing!*



It's  
**TYPE**

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**THE  
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Perpetuates the Armistice Between **SHIPPER** and **RECEIVER**

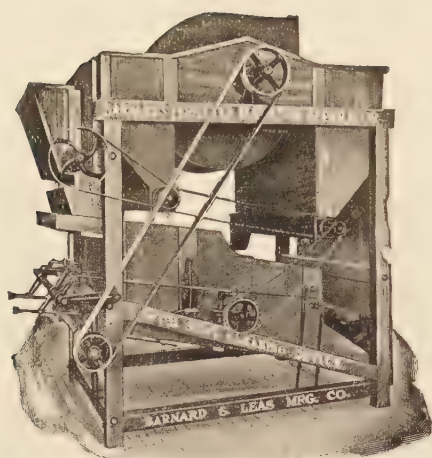
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413 S. 3rd Street, Minneapolis, Minn.  
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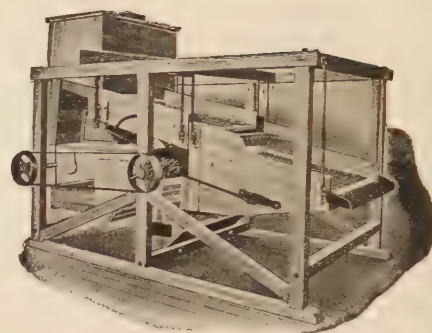
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Perfection Separator

## Everything for Grain Elevators and Feed Mills



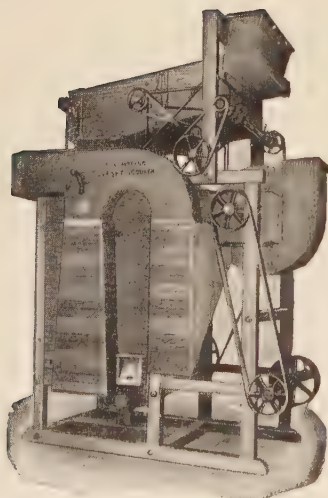
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For over 50 years we have been building this class of machinery and our line is known wherever grain is grown.

We made the first successful wheat separator, the first sieve corn cleaner, the first ball bearing feed mill, and in fact, have always been first to introduce anything of value.

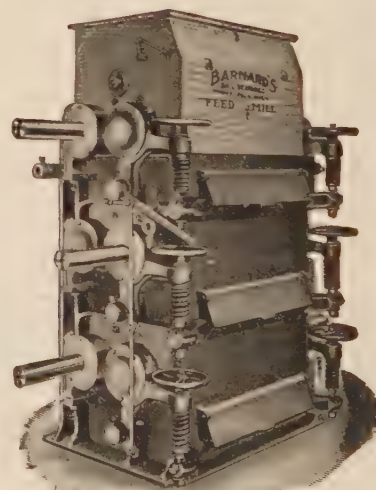
Our line includes Separators, Scourers and Oat Clippers of all kinds, a full line of Feed Mills and Corn Shellers and Cleaners, Packers, Grain Dryers, Dust Collectors and Power Connections and Supplies of all kinds.

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**BARNARD & LEAS MFG. CO.**  
MILL BUILDERS AND  
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ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

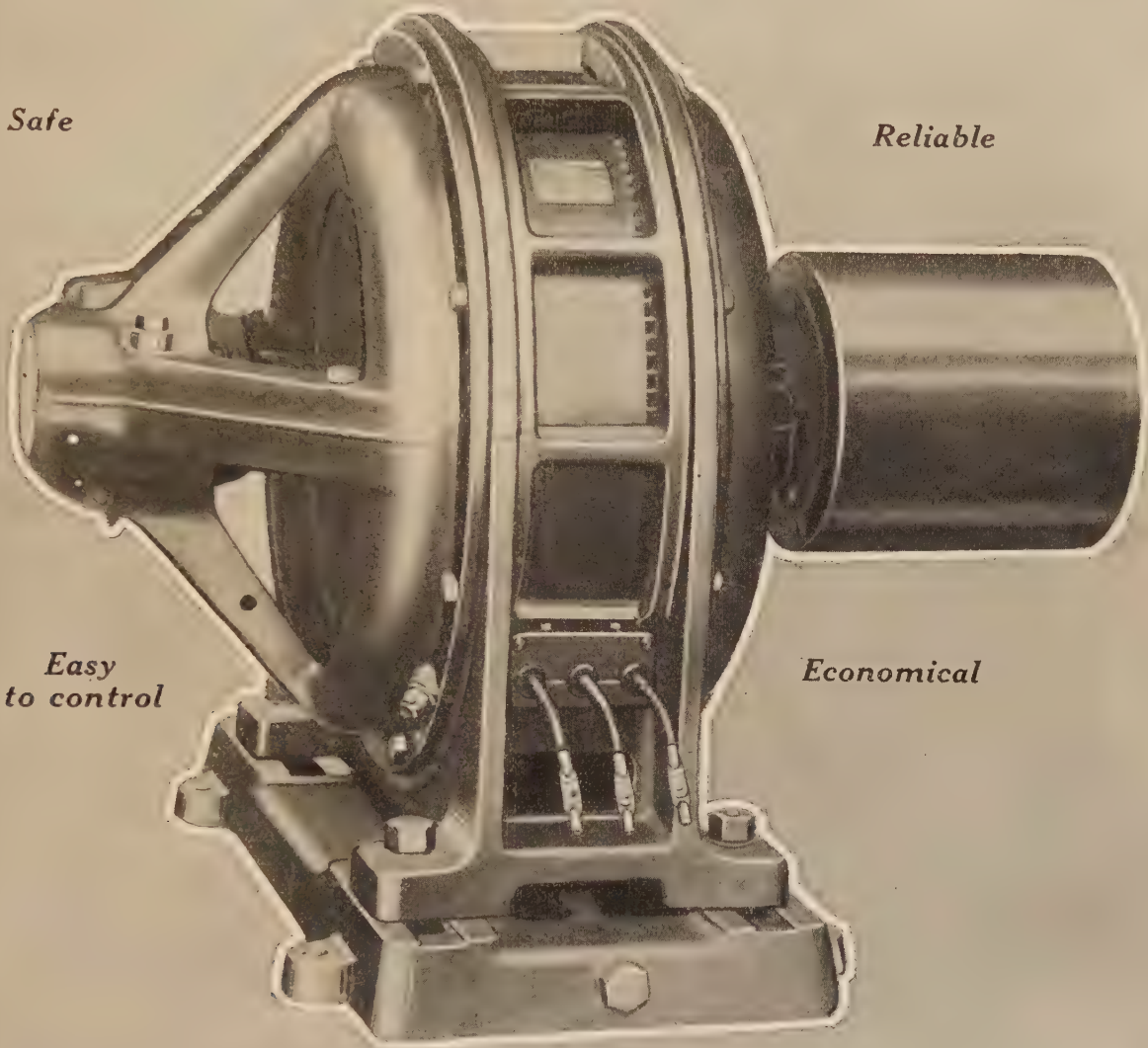


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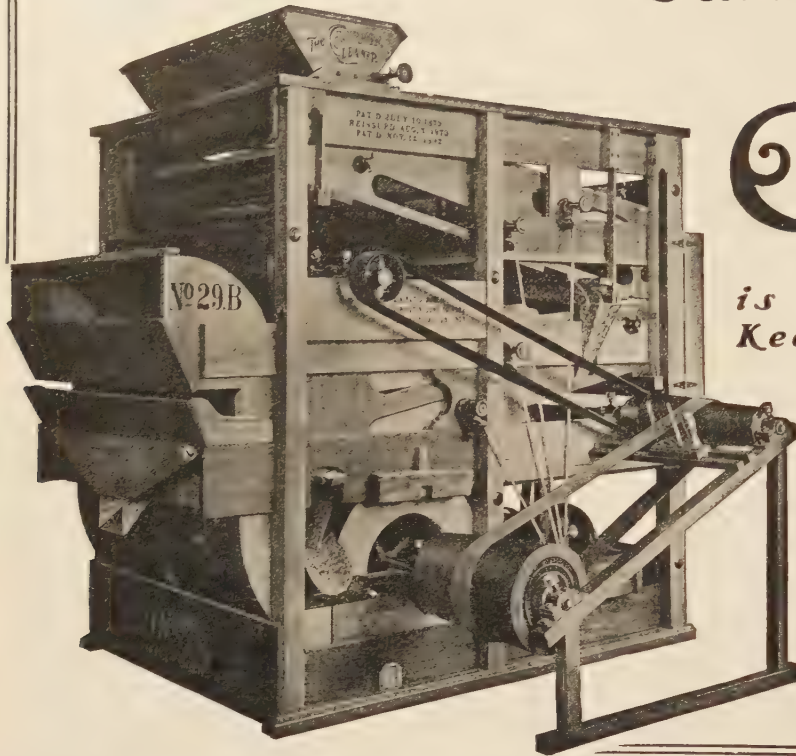
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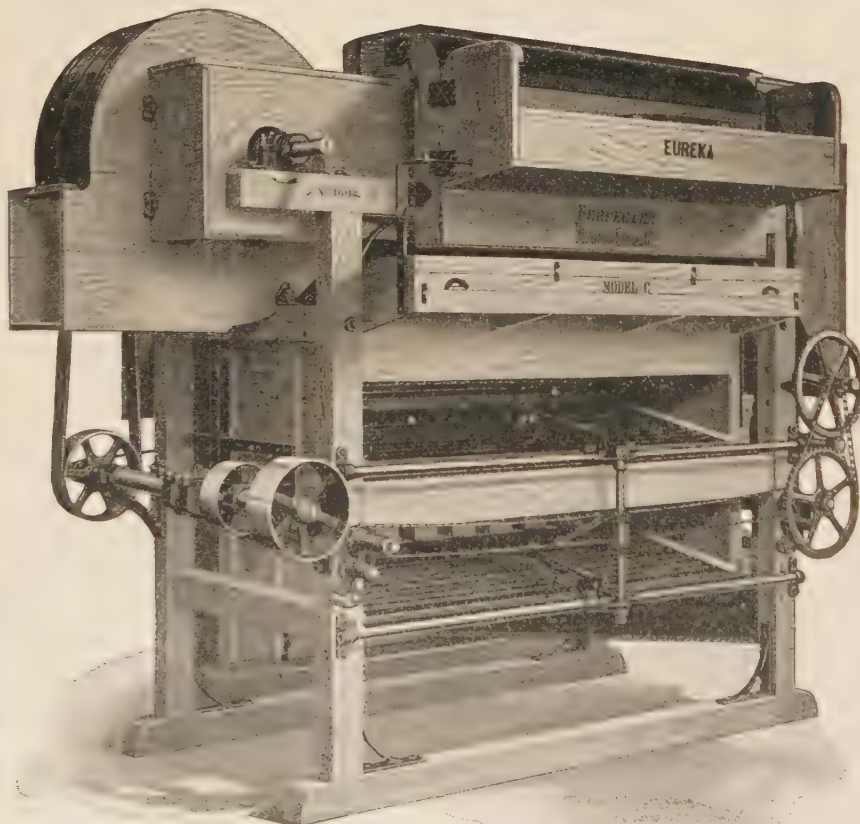


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*is the only device that  
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**A. T. FERRELL & CO.**  
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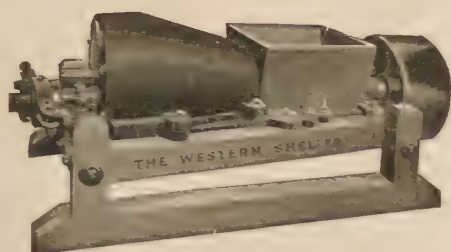
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Is a most desirable machine because it has such an enormous sieve area (ten times more than any other cleaner) and two easily controlled independent suction as well.

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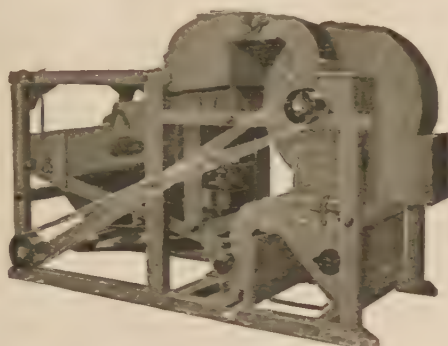




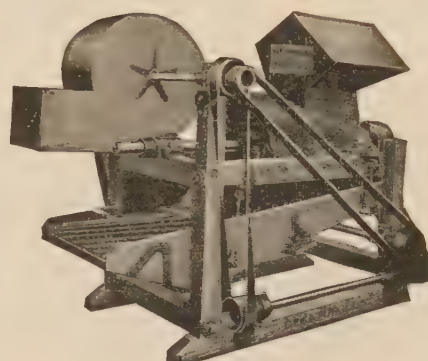
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**Equipping your elevator with modern, up-to-date thoroughly-tried-out-and-found-satisfactory machinery is virtually adding a few ciphers to your yearly income**

It goes without saying that a well-equipped grain elevator is a source of profit to its owner. It enables him to handle the incoming and outgoing grain efficiently — efficiency increases profits. No waiting of wagons to unload, the elevator can take care of the grain as fast as it is weighed and dumped. It's really a pleasure to own and operate an elevator whose machinery runs as even and as regular as clock work. WESTERN LINE grain elevator equipment has been on the market for over forty years, and in that time has created an everlasting reputation for unequalled service. It comprises everything needed to successfully operate a grain elevator. Now that the spring improvement season is approaching you should become better acquainted with this line of superior machinery. The grain dealer in your neighboring town has WESTERN LINE machinery installed in his plant. Drop him a line or phone him and get his opinion of it. Our customers are our best advertisements. If you will write us we'll send you our latest catalog.

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**Decatur, Illinois**



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Promotes Safety in Your  
Elevator and Effects a 10%  
Reduction in Insurance

This elevator is ball bearing, which makes it very easily operated, and only a slight pull on the soft, strong hand-rope is necessary to start car after stepping on the foot lever.

The brakes which respond to the foot lever are independent of one another, and are provided

with a set screw to take up the wear, making it possible to keep the brakes in good working order all the time, and add much to the durability of the lift. The brakes are also self-adjusting to the condition of the guides, which is a great advantage in case the guides should become a little rough or out of line.

The safety catch prevents the car from falling in case of accident to the rope. It is self-adjusted if the car should bump and release the tension of the rope, which would have the same effect on the rope as if it had come apart; however, in the next instant the rope becomes tight again and the safety catch is automatically pulled back into working order. This saves the time of a careless operator, and is of special advantage when the lift is used by several men on construction work.

The outfit is furnished complete with car, guides, ropes, sheave, and weights as shown. Extra weights furnished at small additional expense. We do not furnish supports or uprights for the guides.

*Write for further particulars*

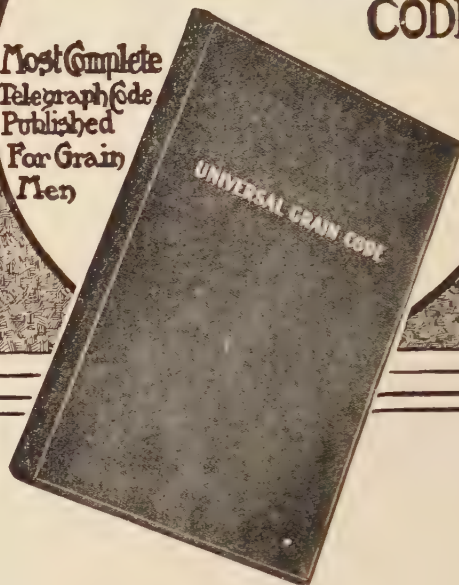
**B. S. CONSTANT MFG. CO.**  
BLOOMINGTON, ILLINOIS

**K. C. Mill & Elevator Supply Company**  
KANSAS CITY, MO.



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Published  
For Grain  
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This, the most complete and up-to-date code published for the grain and milling trades, will save you money.

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315 So. La Salle St. Chicago, Ill.

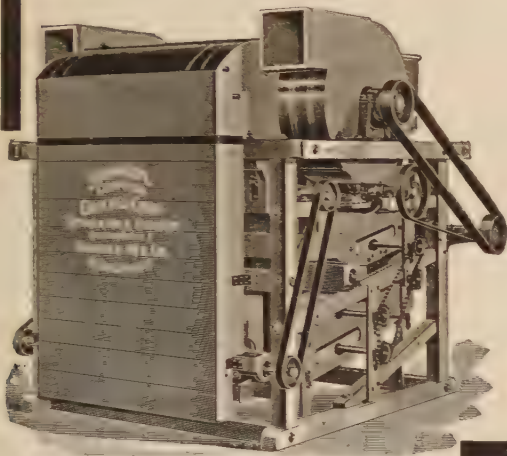


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**GRADERS  
ASPIRATORS  
SCOURERS  
and  
SPECIAL MACHINES**

**Makers of  
several shades  
better grades — and profits**



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World's largest manufacturers of high-grade  
Grain and Seed Cleaning Machinery.

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NOW is the time to overhaul and repair your plant for the coming year. We can furnish all your requirements in the Sheet Metal Line.

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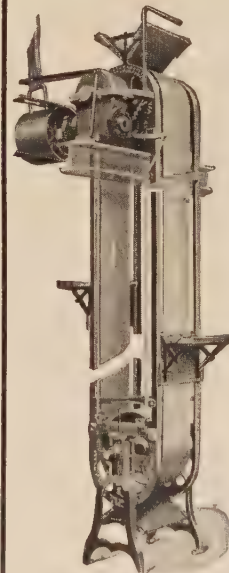
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again was given preference as a part of the equipment of the new C.&N.W. CALUMET TERMINAL ELEVATOR, South Chicago, Ill.

This is proof of the HUMPHREY efficiency in power man-lifts. Save time and energy of workman.

Write for prices and detailed information why "The Humphrey Endless Belt Route" means bigger profit to the owner.

**Nutting Truck Co.,**  
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Sole Manufacturers

Faribault, Minn.

Also Manufacturers of a complete line of Floor Trucks.



**THE ONLY SANE, SAFE THING**

**to do is to install an All Metal  
Fire Proof**

**Knickerbocker "1905" Cyclone**

**DUST COLLECTOR**

**The Knickerbocker Co.,**

**Jackson, Michigan**

## Grain Shippers

and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the Grain Dealers Journal.



**A COMPLETE FEED MILL**

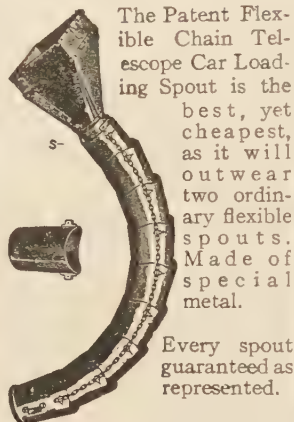
We furnish complete designs for Feed Mills to suit any particular case.

WRITE TODAY FOR PARTICULARS

**Wm. H. SCOTT and SON**

728 N. Main St., St. Louis, Mo.

Millwrights and Mill Supplies

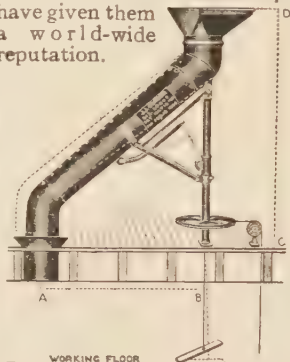
**Gerber Spouting  
Has No Equal**

The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout guaranteed as represented.

**The Latest Improved  
Distributing Spouts**

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



Don't accept those "almost as good." For satisfaction, get the genuine, made by

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MINNESOTA

**Car  
Order  
Blanks**

FORM 222 C. O.

So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50 cts.

**Grain Dealers  
Journal,**

315 So. La Salle St  
CHICAGO, ILL.

**HOTEL DYCKMAN**

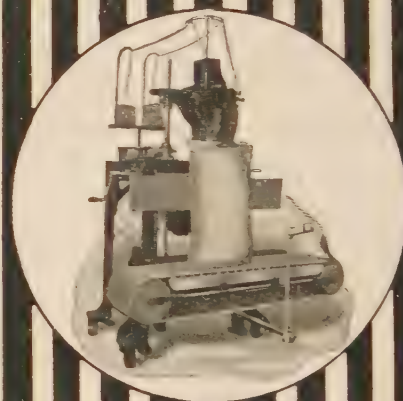
6th Street Near Nicollet  
MINNEAPOLIS NEWEST HOTEL

325 Rooms, Every Room with private bath  
Rates \$1.50 to \$5.00 per day

The DYCKMAN gives more for the money than any hotel in the Twin Cities

Headquarters for the Grain Trade

H. J. TREMAINE, President and Manager

**UNION SPECIAL  
ADJUSTABLE HEAD  
FILLED BAG MACHINE**

Closes the mouths of all varieties of bags after they are filled—more securely, far more speedily and at a greater reduced cost than can be approached by hand sewing.

**Union Special Machine Co.**

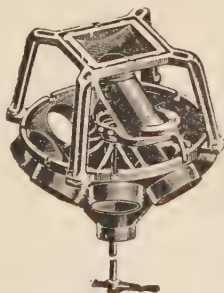
CHICAGO  
ST. LOUIS

MINNEAPOLIS  
SAN FRANCISCO

Have you ever had to stop your elevator to clear a choked boot when you were in a hurry to take in grain or to ship it out?

**The HALL SPECIAL  
(Elevator Leg)**

completely obviates this trouble. Users never think about chokes or delays with this system, for they never have them.



The bucket belt runs steadily, and constantly, every bucket completely full, with no attention at the feed gate.

You elevate double the amount of grain in an hour, or a day, that you would with any other system, or, what is the same thing, you only need half the size buckets and leg equipment to do the same work, and do it easier, and better and more systematic.

If you want a SIMPLE, ECONOMICAL, EFFICIENT and DURABLE Grain Distributor, investigate the merits of the improved HALL SIGNALING NON-MIXING device. It accomplishes ends none others reach, as over a thousand users will testify. Send for Catalogue "B."

**Hall Distributor Company, 222 Rameg Bldg., Omaha, Nebraska**

**SAVING MONEY**

is very easy by using Tester Friction Clutches on your line shafts and machines. You then only operate such shafts and machines as are really needed.

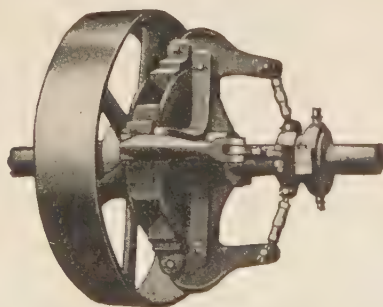
Tester Clutches means cutting out the waste and saving money, power, trouble, time and temper.

Get Our FREE BOOKLET

**Decatur Foundry, Furnace  
& Machine Co.**

Dept. D.

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**Sure Death to Rats**

BY USING OUR

**"RAT SWAT"**

Rat Swat is sold under our guarantee to rid your building of these pests or your money back, if used according to directions. One package covers 3,000 feet. Price \$3. Send for booklet.

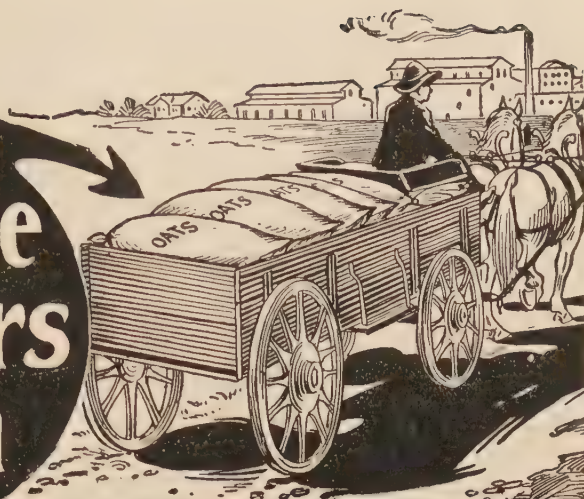
**S. O. S. CHEMICAL CO.**

1509 Walnut St., Kansas City, Mo.



# Make a Profit Both Ways

## Buy The Farmers Grain



## Sell Him Schumacher Feed

Feed Dealers and Elevator Men who have followed our advice on this matter have made good profits. You should not be content simply to buy the farmer's surplus grain stocks. Why not show your customers where they will be money ahead by selling their whole grains to you at market prices and buying from you instead

## Schumacher Feed

and our various other feeds for Horses, Hogs, Dairy Cattle and Poultry. Explain to your customers how the whole grain contains a large percent of moisture for which they are paid when they sell—while SCHUMACHER FEED is kiln-dried—practically free from moisture when they buy. Also call their attention to the indigestibility of whole grain, the waste and bother of mixing ground grains as compared with SCHUMACHER FEED, which is high in digestibility—uniformly mixed and the most appetizing, beneficial blend of wheat, corn, oats and barley products.

A little salesmanship on your part will persuade your farmer customers to *sell you more* whole grain and *buy more* SCHUMACHER FEED. You will profit both ways. Start now.

**Buy the Farmer's Grains**

(56)



## Sell Him SCHUMACHER FEED

Our recent mammoth advertising campaign consisting of pages and double pages in all the leading farm and dairy papers has created a tremendous demand for SCHUMACHER FEED. Now is the time to start if you want to get the benefit of this extra profit. Write today—simply say "I am interested. Send me your proposition for Feed Dealers and Elevator Men."

## The Quaker Oats Company,

Address: CHICAGO, U. S. A.



What would you like to see and enforce printing rules—no tramping—substantial savings in power and plant fuel—and a more efficient plant.

Motor driven if preferred

Protected by U. S. Patents  
 No. 1146032  
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 Covering 90 Claims.

Don't Buy an Imitation  
 Write for Catalog D—No. 115

write for the Catalog now.

Chicago Office:  
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MUNCY, PA.  
P. O. Box No. 26

TO-DAY  
spent for  
ONE-D  
BEAR

Don't let a day pass—before you write nearest Office.

**UNIQUE Ball Bearing Attrition Mill—Motor or Belt Driven**

## ROBINSON MFG. CO..

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**Main Office and Works: P.O.Box 411, MUNCY, PA.**

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Tulsa, Oklahoma      Boston, Mass.      Salisbury, N. C.

# GRAIN DEALERS JOURNAL

315 So. La Salle Street

CHICAGO, ILL.

## SCIENTIFIC

## SCIENTIFIC Ball Bearing Attrition Mills

More than fifty years  
experience is built  
into every...

The American and British governments have agreed to work together to develop a common approach to the problem of the environment. The agreement was signed in Washington, D.C. on October 1, 1990.

THE BAUER BROS. CO.  
2nd Floor Bldg.  
Springfield Ohio

# SCIENTIFIC



## GRAIN ELEVATOR BUILDERS

**A. F. ROBERTS**  
ERECTS  
ELEVATORS  
CORN MILLS  
WAREHOUSES  
FURNISHES  
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ESTIMATES  
MACHINERY  
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**C. H. Birchard**  
CONTRACTOR FOR  
**Grain Elevators.**  
Especially Designed for Economy  
of Operation and Maintenance  
LINCOLN, NEB.

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Designer and Contractor of  
**CONCRETE and WOOD**  
Elevators and Flour Mills

**Say**

Let the Grain Dealers Journal  
Want Ads do your work.  
*They bring quick results.*

**D. F. HOAG & CO.**  
Designers and Constructors of  
**GRAIN ELEVATORS**  
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**BETTER ELEVATORS**  
ARE Being Built and  
**W. H. CRAMER** is Building them  
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**SAATHOFF & AMACHER**  
BUILDERS OF  
**GRAIN ELEVATORS**  
Write us for plans and estimates  
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Designers and Builders of  
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**EFFICIENT ERECTING CO.**  
Grain Elevators, Mill Work  
Let Us Make Your Plans  
WE GIVE 100% SERVICE ON ALL OUR WORK—A TRIAL WILL PROVE IT.

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Chicago, Ill.

## Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

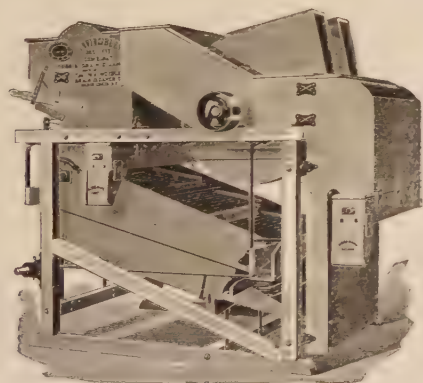
Order Form 321 . . . Price, \$1.50

GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.

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CONSTRUCTION  
SPECIALIST  
SINCE  
1881**

**"HAVE IBBERSON BUILD IT"**  
Write  
For Our  
New Booklet  
**T. E. IBBERSON**  
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## "Where's That Screen?"

Are YOU wasting time looking for the proper screen when changing grains? And the screen damaged when finally found? Put in an

## INVINCIBLE COMBINED CORN AND SMALL GRAIN CLEANER

Switches from one grain to another in no time. Built four-screen deep. Throw a lever and your screens are changed.

*This machine guaranteed to  
Save Time, Money, Trouble*

Find out how. Write today to the

**INVINCIBLE GRAIN CLEANER CO.**

Dept 4.

Silver Creek,

New York

Gillett Grain Co., Memphis, Tenn., are having  
an INVINCIBLE Separator built for them.



## GRAIN ELEVATOR BUILDERS

*Be Satisfied This Season!*

**"YOUNGLOVE does all the  
Contract calls for and MORE."**

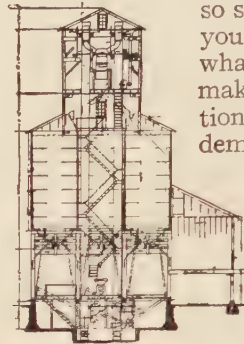
Concrete and Tile  
Quick Service

Cribbed and Balloon  
Guaranteed Work

REPAIR SPECIALISTS

**YOUNGLOVE CONSTRUCTION CO.**  
412 United Bank Bldg. SIOUX CITY, IOWA.

NOT A CHINESE PUZZLE, BUT READABLE  
**PLANS and ESTIMATES**



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

**Reliance  
Construction Co.**

Board of Trade INDIANAPOLIS, IND.

Wire or Write

**Western Construction Co.**

We build all kinds of

**GRAIN ELEVATORS  
AND WAREHOUSES**

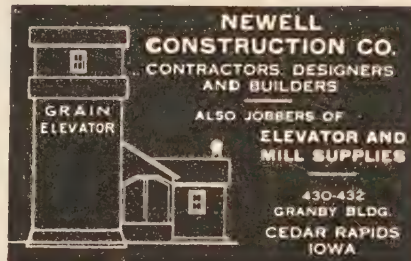
Figuring with us is money to you.

**Machinery and Supplies**

S. L. HADEN, Mgr.

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**NEWELL  
CONSTRUCTION CO.**  
CONTRACTORS, DESIGNERS  
AND BUILDERS

ALSO JOBBERS OF  
**ELEVATOR AND  
MILL SUPPLIES**

430-432  
GRANBY BLDG.  
CEDAR RAPIDS  
IOWA

**If Your Business**

isn't worth advertising  
advertise it for sale.

**R. M. Van Ness Construction Company**

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Designers and Builders of

**MODERN GRAIN ELEVATORS**

Plans Submitted

Correspondence Solicited

**L. J. McMILLIN**

**ENGINEER and CONTRACTOR of  
GRAIN ELEVATORS**

Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

**Fire Proof Grain Storage  
In Perfection Metal Bins**

**Sent On Request**

The *New Edition*

Is Now Just About To Issue  
From The Printer's. Your re-  
quest for it will be filled with  
but little delay.

The *first* edition is exhausted.

**Perfection Metal Products Co.**  
Topeka, Kansas

T. E. Ibberson, Minneapolis, Minn.  
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**FREE**

To interested parties in the South-  
western Territory, this booklet  
giving the complete costs of  
**Thirty-eight Country Elevators.**

Mailed to other  
parties on receipt  
of 50c.



**WHITE STAR CO.**

**BUILDERS  
OF GOOD  
ELEVATORS**

Owners of  
The Pelkey Construction Co.

Wichita, Kas.

**THE VALUE  
OF AN ADVERTISEMENT**

Depends upon placing it before the right persons.  
You can get your advertisements before the  
grain dealers of the country by using this space.



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### Grain Elevators

of any size and any type

Designed and Built for

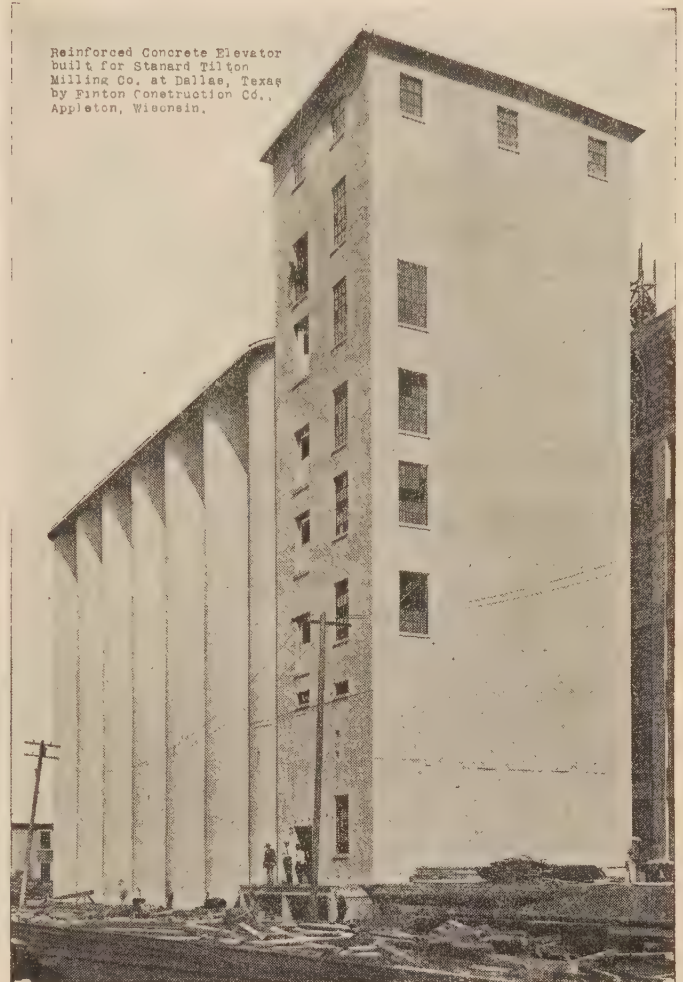
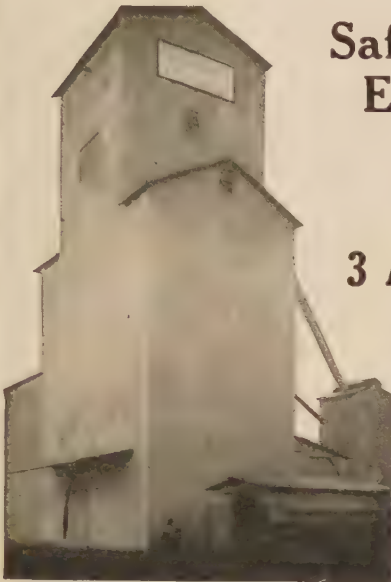


**Safety,  
Economy,  
Utility**

**THE  
3 AMERICAS  
CO.**

**Builders of  
Better  
Elevators**

**122  
S. Michigan Av.  
CHICAGO**



Reinforced Concrete Elevator  
built for Standard Tilton  
Milling Co. at Dallas, Texas  
by Finton Construction Co.,  
Appleton, Wisconsin.

### Standard Directory of Cotton Seed Oil Mills

*The Standard Directory of Cottonseed Oil Mills for 1915-1916, strongly bound in cloth, is now ready for delivery.*

This book gives the name and location of each oil mill, names of president, manager and superintendent, kind of goods made, shipping point and telegraph office, telegraph code used, number of presses, gin stands and linters; also shows which mills refine and which mills have fertilizer plants or ice plants, or both.

This edition contains more than 600 changes and editions over the last edition. It is far more comprehensive and complete than any edition we have ever sent out. Put your old edition aside and order the new one; it is invaluable to any firm wishing to do business with the oil mills, or with consumers and handlers of cottonseed products.

#### THE NEW BOOK ALSO CONTAINS

Classification of Oil Mill Corporations. Directory of Cottonseed Oil Mills. Butterine and Oleo Manufacturers. Leading Mattress Manufacturers. Dealers and Brokers in Cottonseed Products. Foreign Dealers and Importers of Cottonseed Products. Manufacturers of Bags and Bagging. Soap Manufacturers. Linseed Oil Manufacturers. Directory of Fertilizer Manufacturers.

*The Consumer's Directory* is a new feature in the book and is invaluable to every mill wishing to sell direct, and to others who wish a convenient list of the firms which buy oil mill products, both in this country and abroad. This edition of the Directory will enable the producer and the consumer to get closer together.

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### Fireproof Elevators

**Any Capacity**

**Any Style**

**Concrete or Steel**

FINTON Built Elevators are built for a purpose—they never fail to do the work for which they were designed. Tell us your needs—we'll solve the problem. Write today.

### Finton Construction Co.

**Elevator Builders and Engineers**

**320 Merchants Exchange, St. Louis, Mo.**

### BOOKS for GRAIN DEALERS

ACCOUNT BOOKS, SCALE TICKETS, GRAIN TABLES, SHIPPING BOOKS, CIFER CODES, GAS ENGINE BOOKS, ETC. Tell your wants to

**GRAIN DEALERS JOURNAL, CHICAGO, ILL.**



## GRAIN ELEVATOR BUILDERS

### THE TOLTZ ENGINEERING COMPANY

PLANS—SPECIFICATIONS—SUPERINTENDENCE

For

#### Modern Fire-proof Grain Elevators

The building of the elevator shown is the last word in Elevator Construction.

*Each part designed by a Specialist.*

MAX TOLTZ, Mechanical Engr. Pres.

W. E. KING, Structural Engr., Treas.

CHAS. CLAPPER, Electrical Engr.

*The combined experience of these men we extend to you.*



Western Maryland Ry. Elevator,  
1,000,000 bu. cap. Baltimore, Md.

1410 Pioneer Bldg.

ST. PAUL, MINN.

### THE STEPHENS Engineering Company

Designers and Builders

#### GRAIN ELEVATORS

Monadnock Bldg., Chicago

### MACDONALD ENGINEERING CO.

DESIGNERS AND BUILDERS OF

#### GRAIN ELEVATORS

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**HICKOK CONSTRUCTION CO.** for **ELEVATORS** *Fireproof Storage*  
*Contracting Engineers* **MINNEAPOLIS, MINNESOTA**

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Built this Daylight, Fireproof Milling Plant  
for the Southwestern Milling Co., Kansas  
City, Kans.

Capacity, 400,000 Bus.—400 Bbls.

Electrically Driven and Modern in Every Respect.

### WITHERSPOON-ENGLAR CO.

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Builders of Modern Fireproof  
MILLS AND ELEVATORS



THE CHEAPEST Elevator in the End  
Is Steel Construction  
**WHEN BUILT RIGHT**

It Does Not Burn.  
It Preserves the Grain.  
It Does Not Crack.  
It Saves Insurance.  
It Has a Large Salvage Value  
if taken down.

LET US FIGURE WITH YOU  
MINNEAPOLIS STEEL & MACHINERY CO.  
29th Street, near Lake Minneapolis

WE KNOW HOW **THEM RIGHT**  
TO BUILD



When Better  
Elevators are  
built, Burrell  
will build them

Ask those who have them

Over 600 in use today.

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Box No. 615 Salt Lake City, Utah

## Canadian Government Grain Elevator Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

### Barnett-McQueen Co., Limited

OFFICES { FORT WILLIAMS, ONT.  
DULUTH, MINN.  
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**C. & N. W. RY. Calumet Terminal Elevator**  
South Chicago, Illinois

Now under construction. Total Capacity of Completed Plant: 10,000,000 Bushels. To be operated by the Armour Grain Company of Chicago.

Designing and Consulting Engineers for Entire Work  
**John S. Metcalf Company, Limited**  
GRAIN ELEVATOR ENGINEERS

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35 Southampton St., LONDON, W. C., ENGLAND



**THE GIRARD POINT ELEVATOR**  
PHILADELPHIA, PA.

CAPACITY—1,110,000 BUSHELS  
The Most Rapid Handling Grain  
Elevator in World. BUILT BY

**JAMES STEWART & CO.**  
GRAIN ELEVATORS  
BUILT IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT., 15th Floor Westminster Bldg., CHICAGO  
W. R. SINKS, Manager



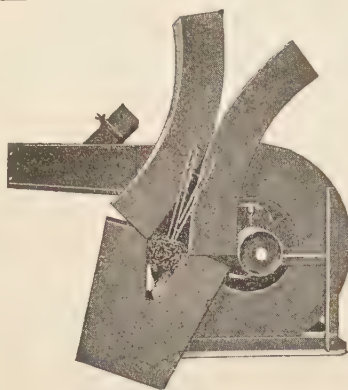
**Connecting Terminal Elevator**  
1,000,000 Bushels Capacity  
BUFFALO, N. Y.

Absolutely Fireproof—Electrically Driven

Built for  
Connecting Terminal Railroad Co.  
by

**MONARCH ENGINEERING CO.**  
Chamber of Commerce Buffalo, N. Y.





## No Need to Scoop Grain in a Dirty, Dusty Car

Bucklin Co-Operative Assn., Bucklin, Kas., says: "Best loader on the market."

O. N. East, Milmine, Ill.: "Loads the cars without scooping and improves the grades."

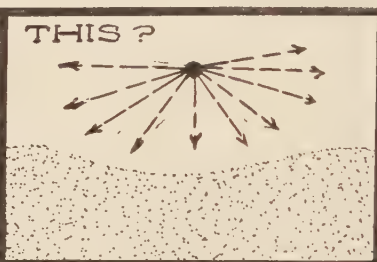
Mt. Pulaski Grain Co., Cornland, Ill.: "Certainly highly pleased with your new loader. Loads every car to full capacity without shoveling and improves the grades."

Ochs Grain Co., Hoisington, Kas.: "We think we have the best car loader of any elevator around here. Many elevator men have called in to see it."

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. CANNOT injure the tenderest grain. Grades improved. 30 days' trial allowed. Simple and easy to install. Write for complete catalog today. It will pay you.

**MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.**



**Uneven distribution, filled with dirt, or even distribution and thoroughly cleaned grain?**

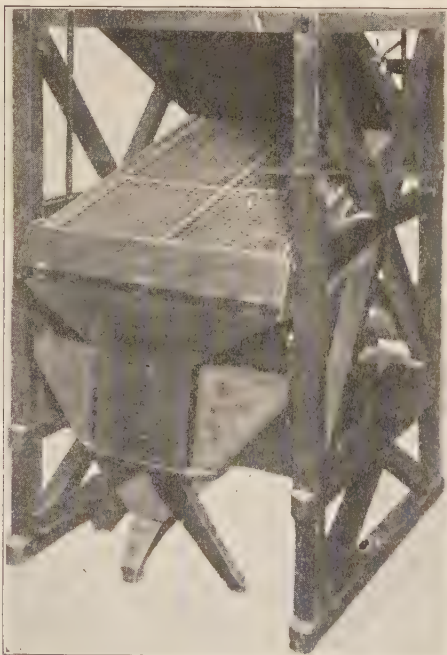
**WHICH ARE YOU GETTING?**

The Mattoon Combined Car Loader and Grain Cleaner actually improves the grade of the grain that passes through it. Its use insures even distribution throughout the car as well as perfect stirring of the grain. If you are interested in better loading methods get in touch with us at once.

**MATTOON GRAIN CONVEYOR CO.**

MATTOON,

ILLINOIS



## WILFORD Cleaner and Separator

is installed in the new  
**WESTERN MARYLAND  
ELEVATOR**

and other large Baltimore grain elevators.

It has a screening surface 9'x12' long. Capacity of three screens is 35,000 bushels in ten hours. The machine will give four samples of screenings and one sample of dust.

Write for full particulars.

**A. WILFORD & CO.**

1422 Hull Street  
Baltimore, Maryland

**Have you any rubber, leather or cotton belting for which you have no further use?**

We are always in the market for just such kind of material, and solicit your correspondence regarding same.

**The National Belting & Salvage Co.**  
595 East Water St., Milwaukee, Wis.

## Peace At Any Price!



Of course, the price is raised, you know:

What else was there to do? For when the other fellows go And raise the price on you, You have to stand and face the foe,

And smile, and say, "you'll raise yours, too." And so it is, that you will see We raised ours but a simple fee.

But what does that amount to, Compared with the great ease, The way we put the dump through.

How we your Trade increase. So you should worry, worry, Take from your Life the spice. No, no! Just buy our DUMP CONTROL. Have PEACE, AT ANY PRICE!

Every year finds our business increasing. We want your name on our list of other users, as a satisfied customer.

Write for our circulars today

**L. J. McMILLIN**

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INDIANAPOLIS INDIANA

When you see it in the  
**JOURNAL**  
help us by saying so

**IF U NU**

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

**GRAIN DEALERS JOURNAL**  
LA SALLE ST., CHICAGO.



IT'S THE SCIENTIFIC CONSTRUCTION  
HIGH QUALITY OF RAW MATERIALS  
AND BEST TYPE OF WORKMANSHIP  
IN  
**REXALL DOUBLE-STITCHED BELTING**

THAT MAKES IT STAND IN A CLASS BY  
ITSELF AS A  
GRAIN ELEVATOR AND CONVEYOR BELT

WRITE US FOR PARTICULARS

**IMPERIAL BELTING COMPANY**

MANUFACTURERS

EASTERN SALES OFFICE  
42 Broadway  
NEW YORK

GEN'L OFFICES AND FACTORY  
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**"R.F.&C."**

PATENTED

SOLID WOVEN

No Plies to Open

No Seam to Split

**"Non-Separable Ply" Rubber Belt**

For

ELEVATING—CONVEYING—TRANSMISSION

Guarantees

MAXIMUM RESULTS—ECONOMY

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**W. H. SALISBURY & CO.**

Pioneer Belt House in Western America

Since 1855

CHICAGO

**There is a difference**

between simply a belt, and a belt plus a big reputation.



Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

**New York Belting & Packing Co.**

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MINNEAPOLIS, MINN.

**CAR ORDER BLANKS**

**FORM 222 C. O.** So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. **Price, 50cts.**

**GRAIN DEALERS JOURNAL**

La Salle Street

Chicago, Ill.



## MORRIS GRAIN DRIERS

USE ONLY FRESH AIR FOR BOTH DRIER AND COOLER. No dust is blown through our coils. We have an absolutely even distribution of air throughout both Drier and Cooler. GRAIN IS DRIED UNIFORMLY AND COMES OUT IN BETTER PHYSICAL CONDITION than from any other Drier on the market. A good Drier is a paying investment this year.

Write us for list of users and prices.

**The Strong-Scott Mfg. Co., Minneapolis, Minn.**

Montana Representative: H. C. Caywood, 1706 7th Ave., No., Great Falls, Mont.

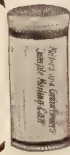
## SPORICIDE Sure Cure for in Oats SMUT

Simple to treat, one bottle with 2 gallons of water will treat 40 bushels of seed oats and guaranteed to eliminate the smut. Local agents wanted for exclusive territory. Good profit and good seller when introduced. Free Booklet. Established 1905.

**Sporicide Chemical Co., Atlanta, N. Y.**

For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples.

**ST. LOUIS PAPER CAN AND TUBE CO.**  
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### GRAIN TRIERS

which will not clog or bind. Steel tubing fitted with maple pole. Point is turned of solid bar steel. Top is fitted with a bronze collar. Trier is 56 x 1 1/4 inches and has eight openings.

**OTTO KELLNER, JR., 4028 So. State St., Chicago, Ill.**

### BOWSHER FEED MILLS

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

**The N. P. BOWSHER CO.**  
South Bend, Ind.

### GROW HEALTHY STOCK



## Shippers' Record Book No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance. Wide columns are provided for recording these facts under the respective heads.

Price \$1.75. Address,

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## COAL SALES BOOK

Form 44.  
FOR RETAIL COAL DEALERS.

It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$1.75. For sale by **GRAIN DEALERS JOURNAL, La Salle Street, Chicago.**

### 6,000 SHIPPERS

are now using

**TYDEN CAR SEALS.**

Bearing shipper's name and consecutive numbers.

They prevent **CLAIM LOSSES.**

Write for samples and prices.



**INTERNATIONAL SEAL & LOCK CO.**

Chas. J. Webb, Vice-President  
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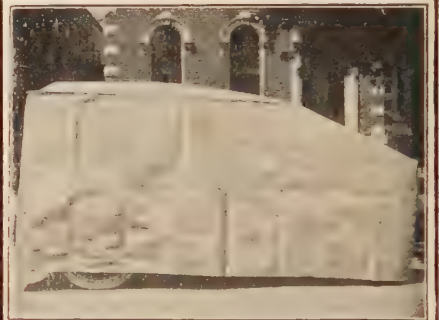


The Century "T" Steel Drive are rigid. Made of heavy high carbon "T" steel like illustration; strongest known shape in steel—means a fence for life. Means strength, durability and economy. We are the originators of the Century "T" Steel Post.

**There Are No Substitutes**

Write **FUNK BROS. MFG. CO.**  
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To meet the need of an inexpensive and efficient cover for automobiles while in dead storage we are making a paper cover, which is proving the right thing for this purpose. These covers are made of strong, heavy paper, properly reinforced to prevent tearing. They protect the car against dirt, dust and moisture and will prevent the polished portions from tarnishing and the finish from checking in cold weather.

We make them in four sizes:  
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Grain Dealers can handle a few of these covers and make a good profit on them. Further information on request.

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## Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

**H. S. COVER**  
Box 404 South Bend, Ind.



Tell us what you need for your Grain Elevator and we'll tell you where to get it.

**Grain Dealers Journal**

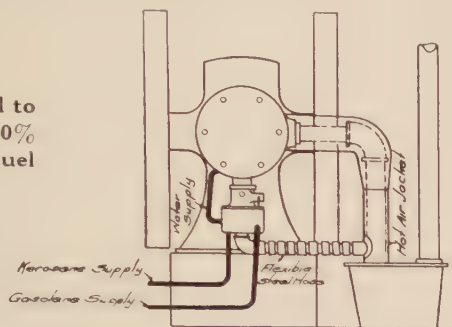
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## ECONOMIZE Install an Oil Saver

This means install a Carburetor that successfully burns coal oil and saves over one-half the fuel expense.

Guaranteed to  
Save You 50%  
of Your Fuel  
Bill.



### Price of Gasoline Increased

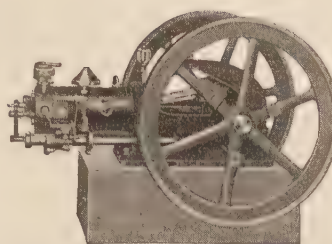
but this does not mean for you to throw your gasoline engine away or trade it in on a new one at the price of junk. Keep the old engine and attach an AMERICAN KEROSENE CARBURETOR and run it on oil.

A Letter From McCardle Grain Co., Terhune, Ind.

"We ran our engine 17 hours, shelling tough corn, and only used 22 gallons of oil. Our elevator man has run this engine six years and says it would have taken 30 gallons of gasoline to make the run. Your Carburetor saved me \$3.50 on this run."

You will have the same experience as McCardle. Learn more about this carburetor, write for descriptive circular.

**THE AMERICAN CARBURETOR COMPANY**  
FRANKFORT, INDIANA



## OTTO Engines



There is one big basic difference between OTTO Engines and most others used now in stationary service.

It is as the difference between the heavy draft horse and the light race horse—the difference in the way they generate power.

They may generate the same horse power; only the large animal does it at a walk or slow trot, while the other has to develop high speeds to attain it.

OTTOS are heavy, slow-speed engines, time proved and economical. They last long, because the racking is less, and there is more metal to take it.

And just because no one would expect a light, high-speed automobile engine to last long in power service, the heavy weight and the slow speed of the OTTO are in themselves reasons why many OTTOS are still running after 30 years of work.

**The Otto Gas Engine Works**  
Main Office and Works  
Philadelphia, Pa.

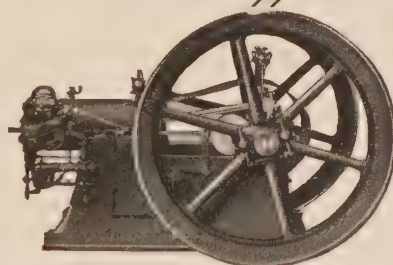
Chicago—15-17 S. Clinton St.

## GENUINE CRUDE AND FUEL OIL ENGINES

Operate successfully on cheapest fuel oil.  
Sizes 10 to 75 H. P. Stationary only.

**MUNCIE OIL ENGINE CO.**  
Muncie, Ind., U. S. A. 1215 Jackson St.

OPERATED ON  
FUELS ALWAYS  
OBTAINABLE



8 to 160 H. P.  
Oil—Gas—Gasoline

## MONEY—

Invested in a CHARTER ENGINE brings 100% returns in power, service and reliability. We are doing it for others—why not you?

WRITE NOW

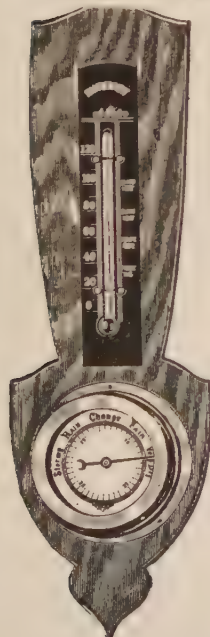
**Charter Gas Engine Co.**

Incorporated 1871

60-80 Wallace Street, STERLING, ILL., U. S. A.

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FORECAST 18 HOURS IN ADVANCE



A new instrument which combines an accurate thermometer and a reliable barometer. Invaluable to the shipper and the farmer and to everybody who must be able to know in advance what the weather will be.

FORECASTS WEATHER  
**WEATHEROMETER**  
HOURS IN ADVANCE

deal for Summer  
Homes and Cottages,  
Automobilists and  
Travelers.

Formerly sold at \$3.00  
**NOW \$1** SEND US NO MONEY

Send your order and Weatherometer will be sent by Parcel Post, C. O. D. \$1 bill can be enclosed if you prefer.

Guaranteed to be  
Satisfactory.

**GERMANIA  
INSTRUMENT CO.**  
Dept. 50, 618 Mellers  
Bldg., CHICAGO, ILL.

## A Car-Mover that Stands the Test NEW BADGER

FREE  
For 30 Days



We will send you a New Badger Car-Mover for thirty days free trial and if it does not meet with your approval return it. We pay the freight both ways. If you keep it you are to send us \$5.00.

We would not make such an offer were we not sure that this Car-Mover would stand the test. It has been on the market for a long time and has always met with the approval of its users.

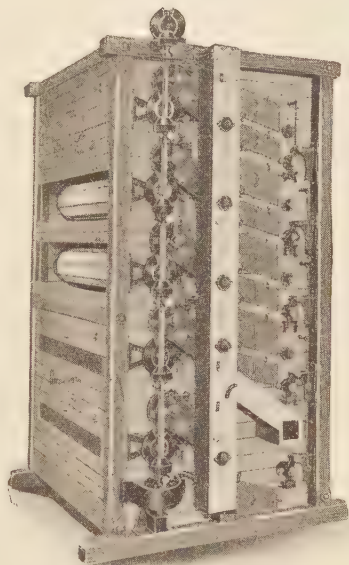
Drop us a post card and ask us to send you the New Badger for thirty days' free trial.

**ADVANCE CAR-MOVER CO., APPLETON WISCONSIN**



## The RICHARDSON New Type Wheat and Oat Separator

(THE PERFECTED MACHINE)



eliminates the question of results by the following guarantee:

Select the type for your needs. We will ship it to you on 30 days' free trial. It must deliver results never given you by any other separator, upkeep low, account of splendid construction. The cost is lower compared with results delivered.

Send for full particulars as to price, floor space needed and power consumption.

**Richardson Grain Separator Co.**

1179 15th Avenue, S. E.  
MINNEAPOLIS, MINN.

## THE REYNOLDS BLEACHER



We have a Bleacher for bleaching grain, suitable for country Elevators, such as we are selling to feed dealers, capacity from 300 to 500 Bushels per hour. It does not require steam, it is our latest invention and is a perfect success where elevators are equipped with electric or gasoline power.

Write for full particulars.

**Reynolds  
Bleacher  
Co.**

332 South La Salle Street  
CHICAGO, ILL.

## ELEVATOR MACHINERY

**G**RAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

**THE C. O. BARTLETT & SNOW CO.**  
CLEVELAND, OHIO, U. S. A.

## Grain Shipping Ledger

**Form 24.** An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

**GRAIN DEALERS JOURNAL**

315 So. La Salle Street

CHICAGO, ILL.

## Have You Seed For Sale?

## Do You Wish To Buy Seed?

**See our "Seeds For Sale—  
Wanted" Department  
This Number.**



# Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE.

**CENTRAL MICH.**—Bean and grain elvtr. for sale. Price \$7,000. Bargain. Address J., Box 5, Grain Dealers Journal, Chicago.

**FOR SALE**—Elevator and feed mill, best paying elevator in Eastern Oklahoma. A great bargain. Address Box 462, Kansas City, Mo.

**KANSAS**—Elevator, Wichita territory; grain, coal, feed, etc., assure splendid profits, \$5,000.00 cash only. Address Mill, Box 5, Grain Dealers Journal, Chicago.

**FOR SALE**—Elevator 15,000 bu. capacity, and 100 barrel capacity roller mill, both on same location. Modern and fine shape. In good grain center. Newcomer, Adair, Okla.

**NORTHERN INDIANA** cribbed elevator, 10,000 capacity, no competition, good territory. Coal business in connection. 30-h. p. steam engine, sheller, cleaner and 3 scales. Write W. S. Pulver, Brems, Indiana.

**RIVERSIDE** Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

**MINNESOTA** Elevator, 10,000 bushels capacity and large tank holding 50,000 bushels, on Omaha right of way, for sale to close estate. Address Edward C. Farmer, St. James, Minnesota.

**FOR SALE**—12M bu. Elevator with coal and other side lines. Studded houses, two dumps, three stands of elevators. Automatic scales, steam power; on private ground. Price, \$6,000. Address A. J. McFadden, New Waverly, Ind.

**HALLOWAY, MINN.** 25,000 bushel capacity Stone Foundation Cribbed Grain Elevator for sale. Dump scale, Brick engine house. All strictly modern and in good repair. \$2,500.00 to quick buyer. For particulars address Might, Box 11, Grain Dealers Journal, Chicago.

**ILLINOIS**—22,000 bu. steel covered, cribbed elevator for sale. Both electric and gas driven, dump scale, Richardson loading scale. Lumber, coal and implements as side line. In the central part of the grain belt of Illinois. Priced for a quick sale. Address Central, Box 5, Grain Dealers Journal, Chicago.

**FOR SALE** Three elevators in Wisconsin, one located on C. & N. W. Ry., and C. M. & St. P. Ry. and other two on C. & N. W. Ry. Good paying proposition all year. Flour, seed and staples are jobbed in connection to the retail grocers. Reason for selling surviving partner retiring from business. Address XO, Box 12, Grain Dealers Journal, Chicago, Ill.

**3 ILLINOIS ELEVATORS**—60,000-bu. elvtr. at station that handles 800,000 bu. annually. One Farmers El. competitor. Good coal trade in connection. \$8,000.

50,000-bu. modern elvtr. in town of 1,200, doing nice business, within 50 miles of Chicago. \$10,000.

75,000-bu. new elevator within 100 miles of Chicago, doing 300,000 bu. business, with coal and implements in connection. \$17,000. James M. Maguire, Campus, Ill.

## ELEVATORS FOR SALE.

**WESTERN N. Dak.** 30,000-bu. elev. for sale. For particulars address Box No. 187, Fairview, Mont.

**NORTHWESTERN OHIO** Elvtd. & coal business \$15,000.00. No trades. Do not write unless mean business. Address Wil, Box 11, Grain Dealers Journal, Chicago.

**FOR SALE**—Good OHIO elevator and retail business in connection. Write Cowen, Box 3, Grain Dealers Journal, Chicago.

**FOR SALE**—Long lease on one or more elevators in good grain belt of Nebr. Better than owning elevators. Address Long, Box 5, Grain Dealers Journal, Chicago.

**SOUTHERN KANSAS** Elevator for sale. Only one in good grain territory. Write for particulars to James, Box 1, Grain Dealers Journal, Chicago.

**CHOOSE YOUR ELEVATOR** from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

**SOUTHWEST KANSAS**—20,000 bu. capacity elevator and coal business. Best location, station ships 500,000. Good wheat prospect. Address K, Box 5, Grain Dealers Journal, Chicago.

**NORTHERN INDIANA**—25,000 bu. grain elevator and coal business for sale. Want to sell on account of health. For further particulars address Willis, Box 5, Grain Dealers Journal, Chicago.

**FOR** Quick sale, 15,000 bu. Iron clad elvtr., sheller, cleaner & hopper scale. 15 h.p. Fairbanks gas engine. In good repair. Station shipped over 100,000 bu. grain from 1915 crop. Only elevator at station, Cyril, Okla. Write to J. L. Reger, Commerce Bldg., Enid, Okla.

**NORTHERN INDIANA**—15 M. Iron Clad cribbed elevator in good live town of 800; good farming community; no competition; everything up to date and well equipped. Steam power with plenty of coals for fuel. Handle wheat, corn, oats, rye and all small seeds. Good wholesale and retail flour and feed trade. A splendid money maker. Good reason for selling. Address Bros., Box 4, Grain Dealers Journal, Chicago.

## FOR SALE AT A BARGAIN!

Elevator and coal business established twenty-two years, paying 40% on the investment. This snap can be secured for only \$15,000.00 cash. Owner wishes to retire from business is reason for selling. No attention will be given to agents' correspondence; no trades be considered. If interested address Donk & Summers, Montpelier, Ohio.

**SHERIFF'S SALE** on Partition of One Grain Elevator, two Implement rooms. April 12, 1916, Union Ohio.

Tract No. 1.  
Elevator—Modern, up-to-date, good grain territory, handle coal, feed, seeds and flour as side line.

Tract No. 2.  
Two large implements rooms in good condition; one 36'x72', one 40'x78'. Offered in two tracts as whole.

For description write  
W. S. Kessler, Attorney,  
West Milton, Ohio.

## ELEVATORS FOR SALE

**TWO ELEVATORS** located on P. H. Ry. in Southwestern Ohio. Address J. & J. Leas, West Manchester, Ohio.

**NORTHERN KANSAS** Elevator and coal business for sale. Can show good business. For particulars address Lina, Box 4, Grain Dealers Journal, Chicago.

**SOUTH DAKOTA**—Good cribbed 30,000 bu. elevator with a 1,500 bu. corn crib for sale. For details write to J. C. Raugust, Emery, S. D.

**SOUTHERN MINNESOTA**—25,000 bu. elvtr. in town of 1,200, good farming community, for sale. Handles coal and grain. For further particulars address Maple, Box 5, Grain Dealers Journal, Chicago.

**KANSAS**—18,000-bu. concrete bottom hopper elevator for sale. Equipped with Richardson Automatic hopper scale, coal sheds. Only 4 other small elevators at station. Central Kans., U. P. R. R. Address Sun, Box 4, Grain Dealers Journal, Chicago.

**EASTERN KANSAS** 10,000 bu. Elevator for sale, large territory, good crops. Large percentage yet to handle. Good coal bins. Part cash and terms. Address Code, Box 5, Grain Dealers Journal, Chicago.

## SALE OF ELEVATOR PROPERTIES.

The three Elevator properties located at Mt. Sterling, Ohio, Derby, Ohio, and Orient, Ohio, respectfully, belonging to the estate of WILLIS JONES, deceased, will be sold at public auction on THURSDAY, MARCH 30th, 1916, at one o'clock P. M., upon the premises of the Elevator at Mt. Sterling, Ohio.

These Elevators made a fortune under the management of the late Willis Jones, who died in January, 1916.

The Elevator at Orient, Ohio, is equipped with Hess grain driers and Orient is a transit Station.

Liberal terms of credit will be given. Sale positive.

For full particulars, call on or address J. C. Murray, Executor of the Estate of Willis Jones.

Charles W. Crum,  
Mt. Sterling, O.

Charles Dresbach, Attorney for said Estate, Circleville, Ohio.

## ELEVATORS FOR LEASE.

**I WANT** to lease several good elevators in Central Kansas or Northern Oklahoma. Address 611 North Washington, Wellington, Kan., or V, Box 9, Grain Dealers Journal, Chicago, Ill.

## ELEVATOR BROKERS.

**SELLERS** list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

**IF YOU** wish to buy or sell an elevator, write, wire or phone me. Always have a nice assortment to select from at prices ranging from \$3,500 to \$25,000. James M. Maguire, Campus, Ill.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.



**BUSINESS OPPORTUNITIES.**

**ALFALFA MILL,** Elevator and coal business for sale at a bargain. E. H. Link, Hillrose, Colo.

**ELEVATOR** and warehouse for sale. Good grain, flour and feed business. Inquire of Jos. W. Schmit, Fredonia, Wis.

**FOR SALE**—The Elevator and Lumber, Coal and Feed business of the Winnebago Produce & Supply Co., at Winnebago, Ill. Address C. P. Coolidge, Winnebago, Ill.

**FOR SALE**—Grain & Coal business in Central Iowa. A good station for one man and a good town to live in. The business will speak for itself. For particulars address IMG, Box 5, Grain Dealers Journal, Chicago, Ill.

**KANSAS**—First class Mill and Elevator for sale. Flour mill 175 bbl.; 40,000 bu. Cribbed Elevator. Both mill and Elevator lined all over with steel. Large brick boiler and engine room; 200 h.p. Corliss engine; 150 h.p. Atlas boiler plant; track scale. In good town, on two railroads, fully equipped, ready to run; on private land. No better wheat belt in the state. Same is all clear of incumbrances; \$8,000 cash will buy this with a \$3,000 note payable in two years. A bargain in a mill for someone who understands milling. Am no miller, and not able to get my sons interested to take it. Address Kaffir, Box 1, Grain Dealers Journal, Chicago.

**PARTNERS WANTED.**

**ARE YOU** looking for a chance to invest about \$5,000 with your services in an established Chicago Grain Firm? References exchanged. If so, address Hart, Box 5, Grain Dealers Journal, Chicago.

**WANTED**—Experienced grain man with \$5,000 to \$10,000 to invest and take active interest in established going grain company, owning and operating small terminal elevator. Address First Box 5, Grain Dealers Journal, Chicago.

**WANTED**—Experienced grain man, with \$5,000 to \$10,000 to take active interest in established grain firm, Central Ohio. All cash not necessary. Will stand rigid investigation. References exchanged. Address Bell, Box 5, Grain Dealers Journal, Chicago.

**ELEVATORS WANTED.**

**SECURITY INVESTMENT CO.**, 408 Nat'l Life Bldg., Chicago, want elevator in Ill. or Oklahoma in exchange for N. D. land.

**WANTED** to buy an elevator either in Central Kansas or North Central Oklahoma. P. Lorenz, Cordell, Okla.

**WANTED**—To buy or rent, grain elevator in Ohio, Ind. or Ill. Address Tri-State, Box 3, Grain Dealers Journal, Chicago, Ill.

**WANTED** to buy a 20 or 25M. bu. elevator in Iowa or Southern Minn. Will pay cash for a good location. Address Well, Box 4, Grain Dealers Journal, Chicago.

**WANTED** to buy modern elevator in Central Iowa. Must be money maker. Send full particulars to Good, Box 2, Grain Dealers Journal, Chicago.

**ONE** of the best 240 acre farms, well improved, in Central Kans., about 200 acres wheat, 2 miles from town, to exchange for elevator in good location. Address Chance, Box 5, Grain Dealers Journal, Chicago.

**Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.**

**MILLS FOR SALE.**

**FOR SALE OR TRADE**—A good 60 bbl. Oklahoma full roller mill. Manchester Mill & Elevator Co., Manchester, Okla.

**FOR SALE.**

A-No. 1 Custom Feed Mill and coal business. Write for particulars to E. D. Holdridge, Randolph, N. Y.

**TWENTY-FIVE-BARREL** wheat and 100 bu. corn mill for sale, also saw mill. Good six-room residence with the above. All in good farming country. Address H. H. Basore, Kingston, Ark.

**FOR SALE** or rent, 80 bbl. mill, located in thriving Nebraska town. Modern machinery recently overhauled. New 50 h.p. oil engine. This property was secured in settling an estate and I will sell cheap. Address Clark W. Yates, Geneva, Neb.

**FOR SALE** 50 bbl. Roller Flour and feed mill with 10,000 bu. elevator in good wheat and feed section of Wisconsin. Oil Engine for power in good running order and on side track of R. R. Address J. Box 1, Grain Dealers Journal, Chicago.

**FOR SALE**—One flour mill building with elevator attached with a storage capacity of 8,000 bus., fully equipped, ample room for 75 to 200 bbl. milling equipment. Building and elevator in fine condition. Plenty of wheat and barley. Elevator doing a fine business. For further particulars address W. M. Chelf, Leoti, Kansas.

**ADMINISTRATORS SALE** of flour mill. On account of the death of owners, the Lebanon Roller Mills, located in Lebanon, Ind., will be sold at private sale to the highest bidder on or after March 24th, 1916. This mill has 100 bbl. capacity, equipped throughout with Nordyke & Marmon machinery, four 9x18 four roller mills, one 9x24 four roller mill, one 7x18 six roller mill for corn and feed. Sifters, reels, cleaners, packers and everything necessary in a complete mill. All located in a 2½ story brick Slate roof building, main building 36x80 ft. one story addition 16x80 ft. Cribbed storage bins for 14,000 bus. grain. Lebanon is 28 mi. Northwest of Indianapolis, on the Chicago division of C. C. C. & St. L. Ry., 14 miles from any other mill. For particulars and further information address,

Union Trust Company, Admr.,  
Lebanon, Ind.

**SOLICITORS' SIDE LINE.**

**WANTED** men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 305 So. La Salle st., Chicago, Ill.

**SIDELINE SALESMEN** wanted to handle the TOLLOMETER; reduces and checks telephone tolls; widely used by grain trade. A live wire can make \$25.00 extra per week. The Tollometer Selling Corporation, Forestville, Conn.

**INFORMATION BUREAU**

**READERS DESIRING** to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

**SCALES FOR SALE.**

**ONE** 2nd hand Automatic Sacking Scales; one 2nd hand Richardson even-balance scale for check weighing; guaranteed. Cheap. Milwaukee Scale Co., Milwaukee, Wis.

**SECOND - HAND SCALES** OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

**MACHINES FOR SALE.**

**ALL KINDS** of second hand machinery, mechanical and electrical. Machinery Sales Co., Metropolitan Life Bldg., Minneapolis, Minn.

**FOR SALE**—New Hero 4 hole force feed 6 h.p. corn sheller with car loader and cob carrier. Cap. 250 bu. Brand new, has shelled 150 bu. Cost \$230, sell for \$175. J. J. Lichter, Lewiston, Minn.

**ELEVATOR OPERATORS** wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

**BARGAIN** if bought at once. Clipper Grain Cleaner No. 9, Clipper Seed Cleaner No. 16, 12-h. p. Gen. Elec. Motor with starter, 1½-h. p. Gen. Elec. Motor, Ear Corn loader, Car loader, Corn cleaner, Corn sheller, Elevator Boots and buckets, Overhead Wagon Dump, Quantity of Belting, Pulleys and Shafting. Weber & Purviance, Huntington, Ind.

**FOR SALE.**

Three size 2 Gray's Patent flour dressers. Two of these in excellent condition. The third shows usage, but is in good condition physically.

One 125 bu. per hour Beal polisher and scourer in good condition. The iron frame and casing on this machine makes it almost non-destructible.

Iron pulleys of all sizes and description. Steel conveyors of all sizes and lengths.

Elevator boots. Several sizes; in good condition.

Shafting of various sizes and lengths. Wells-Abbott-Nieman Co., Schuyler, Neb.

**Can save and make money for you.**

Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crushers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elevator, etc. Satisfaction guaranteed. Write for prices at Once.

George J. Noth,

9 South Clinton St., Chicago, Ill.

**FOR SALE**—Two No. 5 and one No. 5½ "Monitor" Cracked Corn Graders, capacity for taking Stock from a pair of 9x30 rolls. 2000 Ft. 12" 6 ply New Balata Belt @ 65c per foot.  
400 Ft. 16" 6 ply New Balata Belt, @ 88c per foot.  
800 Ft. 18" 6 ply New Balata Belt @ 99c per foot.

Two No. 0 and Two No. 1 "Willford" Three roller Feed Mills.

120 feet 2½" Iron Pipe.

100 Feet 1¼" Iron Pipe.

Write for complete list of Bargains. We may have just what you want at the right price, too.

B. F. GUMP CO.

431 to 437 S. Clinton St., Chicago, Illinois.

**MACHINES WANTED.**

**FORTY** acres good Red River bottom land for grist mill, sheller and engine. Encumbrance \$100. James L. Admire, Antlers, Oklahoma.

**Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.**



## SITUATIONS WANTED.

**WANTED**—Position as Mgr. of Elevator, farmers line preferred. 15 years exper. buying and selling. Reference, last employer. Address Box 226, Ashland, Neb.

**WANTED**—Position as grain buyer or traveling Supt., experienced. Best of reference and willing to prove ability. J. H., Box 5, Grain Dealers Journal, Chicago.

**WANTED POSITION** as Manager of farmer's elevator. Have over 10 years experience all with one company. Can furnish best of references. Address Dan, Box 5, Grain Dealers Journal, Chicago.

**WANTED**—Position as traveling solicitor for reliable grain firm or Manager of elevator. 14 years in the grain business. Address Results, Box 5, Grain Dealers Journal, Chicago.

**WANTED**—Position as Manager of elevator by a young man, 2 years experience as second man. Good references. For further particulars address North, Box 5, Grain Dealers Journal, Chicago.

**WANTED POSITION** Manager of line elevator or private firm. 4 yrs. experience as Manager. 30 years old, married. Can furnish Bank references. Address Brown, Box 11, Grain Dealers Journal, Chicago.

**I AM LOOKING** for position with good grain firm as claim agent or traffic mgr. Am familiar with grain claims and can show results. Furnish reference. Address BB, Box 5, Grain Dealers Journal, Chicago.

**BY** German 37 years old, honest, sober and not afraid to work, as manager in elevator. 10 years' experience. Neb., Kans. or Western Iowa preferred. Address Bob, Box 2, Grain Dealers Journal, Chicago.

**POSITION WANTED** as Manager of Country elvtr. or grain solicitor. 15 years experience as buyer and manager. Good bookkeeper and mechanic. Best of references. Will go anywhere or Canada. G. A. J., Box 42, Vesper, Kansas.

**POSITION WANTED** as Elevator Manager and Operator, or second man at fair salary. Thoroughly experienced; can handle any part of the work, and not afraid of work. Address Kind, Box 11, Grain Dealers Journal, Chicago.

**POSITION WANTED** as Manager of Farmers elevator. 3 years experience. Understand bookkeeping and buying and selling of grain. Also experienced in live stock business. Reference A-1. Address EP, Box 5, Grain Dealers Journal, Chicago.

**WANTED** position as Manager Farmers Elevator, or good Line Co. Have had 15 yrs. experience in grain, live stock and coal. Can talk some German. References, and take job on a few days notice. Address Ted, Box 1, Grain Dealers Journal, Chicago.

**WANTED** position as Manager of elevator for Line or Independent Co. Several years experience in this line; 24 years married; high school and business college education; can handle any set of books. Gas engine expert. At present employed; can leave on short notice. Salary \$80 per Mo. to start. Earl Ogg, Ocoya, Ill.

**ARE YOU** looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

## SITUATIONS WANTED.

**WANTED POSITION** as Manager of Country elevator or solicitor. Fully competent to do this work. Address X. L., Box 5, Grain Dealers Journal, Chicago.

**POSITION WANTED** as Manager for Farmers or Line Elevator. 2 years experience. Understand bookkeeping. A-1 references. Single man. C. W. Bruce, Meriden, Iowa.

**WANTED POSITION** as Manager or Auditor by man who thoroughly understands grain and can furnish best of references as to character and ability. Address Now, Box 3, Grain Dealers Journal, Chicago.

**WANTED—POSITION** as Manager of elvtr. Can also handle coal yard, and keep books. Had first class experience in grain and can furnish references. Want place where there is chance to advance. Add. E. G., Box 5, Grain Dealers Journal, Chicago.

**SUCCESSFUL** Manager of Grain and Milling business open for engagement due to sale of property. Exceptional qualifications and wide acquaintance with Southwestern trade. Address Mour, Box 4, Grain Dealers Journal, Chicago.

**WANTED**—A position as house man for some elevator firm with chance to advance. Understand steam and gasoline engine. Not afraid of work. References furnished. Ready for work at once. Married. State salary paid. John Rabideau, Freeland Park, Ind.

**WANT** position as foreman in a grain elevator. Have had seven years' experience and can furnish reference. Am of good habits, and can handle gas engines and electrical appliances. Would prefer position in Indiana. Write A. F., Box 4, Grain Dealers Journal, Chicago.

**WANTED POSITION** in corn and oats belt of Western Ill. or Eastern Ind. as Mgr. of some live firm or Line Elvtr. Co. 15 yrs. experience. Married. Reference from present and past employers. Best of reasons for wanting to make change. All inquiries answered. State salary. Address G. J., Box 4, Grain Dealers Journal, Chicago.

### I WANT A JOB.

With some Farmers Elvtr. Co. I have been connected with the grain & live stock business for 18 years. Am 43 yrs. old, have a wife and 5 children. Want a place where there is good churches, good schools and plenty of business. Understand gas engines and elvtr. machinery. A1 references furnished. Will come on 60 days trial. I don't want your job unless you want me. E. P. Lowe, Severance, Kans.

## SITUATIONS WANTED.

**POSITION WANTED** as traveling grain solicitor or manager of grain elevator. Experienced, A1 references. Address Dell, Box 5, Grain Dealers Journal, Chicago, Ill.

**POSITION WANTED** as Grain Buyer or elevator Manager. Have 4 years' experience and can handle Livestock, Coal, Wood, etc. Can handle any set of books and operate typewriter. A1 references and further particulars on application to N. W. Box 4, Grain Dealers Journal, Chicago.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a Job for you and do not forget it. There is a job for every man of industry and good habit. The Journal reaches the man who is looking for you and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly?

## HELP WANTED.

**WE HAVE** a position open for an experienced miller who understands the manufacture and mixing of all kinds of stock and poultry feeds. Must furnish A-1 references. Address Leslie, Box 5, Grain Dealers Journal, Chicago.

**THERE ARE TWO SURE WAYS TO FIND** employment. The first is to answer advertisements that appear in this column. If that should fail to bring the desired results, insert a small ad in the Situations Wanted columns.

**WE HAVE** an office position open for an energetic young man experienced in the sale of stock foods and prefer one who has had experience in buying grain on track from dealers. Must furnish A-1 references. Address Hurry, Box 5, Grain Dealers Journal, Chicago.

**ELEVATOR** Manager for good Station in Western Kansas. Also Travelling Manager and Auditor for our Line of Country Elevators. If you do not have the experience and reference, do not apply. Write us direct. Kansas men preferred. THE ARKANSAS CITY MILLING CO. Arkansas City, Kansas.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

## A Trial Order

### GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the Grain Dealers Journal on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator

Post Office.....

.....bus.

State.....



**ENGINES FOR SALE.**

20 H. P. NASH Gas or Gasoline Engine for sale cheap; also 15 horsepower Lauson. J. T. McCarthy, Waukesha, Wis.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

**GASOLINE ENGINES FOR SALE.**

44 H. P. Fairbanks-Morse.  
25 H. P. Columbus.  
25 H. P. Fairbanks-Morse.  
22 H. P. Fairbanks-Morse.  
15 H. P. Fairbanks-Morse.  
12 H. P. Fairbanks-Morse.  
6 H. P. Fairbanks-Morse.  
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

**STEAM ENGINES, BOILERS.**

FOR SALE Cheap, for quick removal, a 150 h.p. Hamilton Corliss Engine and two boilers 16x72, all in A-1 condition. Address L. E. Slick & Co.,  
Bloomington, Ill.

FOR SALE One boiler 16' by 54", 34-4" tubes; One 9x16 Brownell Automatic Steam Engine, water heater and feed pump. Cheap for quick sale. O. Klepinger, Ingomar, Ohio.

FOR SALE—100-h.p. Scotch marine Boiler, 34 in. diam, 8 ft. long; weight 24,000 lbs., for \$750. Used as an auxiliary; must move to make room for a larger boiler. Inquire Yerxa, Andrews & Thurston, 622 Flour Exchange, Minneapolis, Minn.

FOR SALE AT A BARGAIN; one 11x24 Simple non-condensing Murray Corliss Steam Engine, right hand Girder Type. 60 horse power running at 110 revolutions, on 90 pounds pressure at 1/4 cut off. Complete with 8'x14" flywheel and steam pipe and valve. Engine as good as new, only used a short time, but as we have discontinued milling we wish to dispose of it. Rippe Grain & Milling Co., Fairmont, Minn.

**DYNAMOS—MOTORS**

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

**FERRETS.**

FERRETS, 1,000 good ratters, hunters. Breeding stock sale. G. Breman Co., Danville, Illinois.

**CORN BRAN WANTED.**

CORN Bran Wanted. P. L. Zimmermann Co., St. Louis, Mo.

**GRAIN FOR SALE.**

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

**FEED FOR SALE.**

FLOUR, Bran, Middlings, Cottonseed meal, O. P. oil meal, dairy feed, stock feed, selected seed oats, straight or mixed cars; always in the market for grain, hay, straw; ask for prices deliver. C. T. Hamilton, New Castle, Pa.

**FLOUR FOR SALE.**

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

**SCREENINGS WANTED.**

WANTED—Grain and grain screenings for fine grinding. We can use any kind of sound grain and screenings for milled molasses feed. COLONIAL CEREAL CO., Norfolk, Va.

WANTED — Chicken Wheat, Wheat Screenings, Milo Maize, Alfalfa meal, Oat Hulls or Oat Screenings. Wheat Bran and Middlings. Submit samples and prices delivered, car-lots. Adluh Milling Co., Columbia, S. C.

**SECOND-HAND BAGS AND BURLAP.****WHEAT BAGS FOR SALE.**

5,400 second hand cotton bags at 11c each f.o.b. St. Louis, any quantity. Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-ling, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

Sympathy never sold a feed mill, but a Journal "For Sale" ad has. Try it.

## Directory Grass Seed Trade

**ATCHISON, KANS.**

Mangelsdorf Bros. & Co., The, wholesale seeds.

**BALTIMORE, MD.**

Scarlett & Co., Wm. G., whse. seed merchants.  
Simpson & Co., W. A., seed merchants.

**BELFAST, IRELAND.**

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

**BUFFALO, N. Y.**

Craver-Dickinson Seed Co., field seeds.

**CHICAGO, ILL.**

Dickinson Co., The Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.

**CRAWFORDSVILLE, IND.**

Crawfordsville Seed Co., seed merchants.

**EVANSVILLE, IND.**

Small & Co., W. H., seeds, grain and hay.

**INDIANAPOLIS, IND.**

Indiana Seed Co., The, Seed Dealers.

**KANSAS CITY, MO.**

Missouri Seed Co., who. exp. and imp.  
Peppard Seed Co., J. G., wholesale seeds.  
Rudy-Patrick Seed Co., wholesale seeds.

**LONDON, ENGLAND.**

LeMay & Co., C. W., w'sale, exp. & imp. fld. sds.

**LOUISVILLE, KY.**

Hardin, Hamilton & Lewman, field seeds.  
Lewis & Chambers, field seeds.  
Louisville Seed Co., clover and grasses.  
Ross Seed Co., field seeds, exporters.  
Wood, Stubbs & Co., seedsmen.

**MACON, GA.**

Georgia Seed Store, field and garden seeds.

**MILWAUKEE, WIS.**

Courteen Seed Co., field seeds.  
Milwaukee Seed Co., wholesale seeds.

**MINNEAPOLIS, MINN.**

Northrup, King & Co., wholesale seeds.

**NEW YORK, N. Y.**

Radwaner, I. L., field & grass seeds, exp., imptra.

**PHILADELPHIA, PA.**

Philadelphia Seed Co., Inc., The, whse. field sds.

**SUGAR GROVE, ILL.**

Garton Cooper Seed Co., The, seed merchants.

**TOLEDO, OHIO.**

The Toledo Field Seed Co., clover, timothy.

## WANTED BALED FLAX STRAW In Car Lots

Address

**FLAX FIBRE**

1807 So. Clark St.,  
Chicago, Ill.

**IF YOU WANT**

regular country shippers to become familiar with your firm name, place your "ad" here :: ::

# 2 Journals \$2 00

Send us Chicago or New York exchange for \$2, and we will send you the weekly

**HAY TRADE JOURNAL** of Canajoharie, N. Y.

and the semi-monthly

**GRAIN DEALERS JOURNAL** of Chicago,

both for one year. Try the combination to-day. Address,

**Grain Dealers Journal,** LA SALLE STREET, **Chicago, Ill.**



## SEEDS FOR SALE—WANTED

### SEEDS WANTED.

**WANTED**—Mammoth and medium seed, true to name. Mail samples with lowest prices to Walter G. Trumpler, Tiffin, O.

**WE WISH TO BUY** Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

**SEED BUYERS AND SELLERS** can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

### WANTED—

Red Millet.  
Small Yellow Flint Corn.  
Canada Peas or home grown  
F. A. Schwegler,  
212 Northampton St., Buffalo, N. Y.

### WILL BUY

**SQUASH AND PUMPKIN SEED.**  
also Melon seed in large quantities, old, not germinating stock. Strong bags for export. Mail sampled offer to

I. L. RADWANER, NEW YORK CITY,  
GRASS, CLOVER AND FIELD SEED,  
IMPORT AND EXPORT.

### SEEDS FOR SALE.

**WANTED** to hear from dealers who wish to handle all leading varieties of our high grade seed corn, thoroughly dried and tested. W. H. Boeker & Son, Petersburg, Ill.

**SEED CORN**—8,000 bushels 100 per cent test, best yielding and maturing varieties grown. Satisfaction guaranteed. \$2.50 per bu. Sample and catalogue free. Wile Seed Co., Colfax, Ind.

**SEED CORN**—We have a limited supply of Reid's Yellow Dent seed corn. \$2.50 per bushel, sacks included. This corn is of high test, of the 1914 crop, grown in La Salle County, Ill. Satisfaction guaranteed. Bonges & Hatten, Cedar Point, Ill.

**CRABBS REYNOLDS TAYLOR CO.**  
Crawfordsville, Ind.

**GRAIN**  
**CLOVER AND TIMOTHY SEEDS**  
Get in touch with us.

**Milwaukee Seed Company**



**WHOLESALE SEEDS**

LONG DISTANCE TELEPHONE GRAND 672 and 673

104-106 WEST WATER STREET

**MILWAUKEE, WIS.**

Buyers and Sellers

Medium Mammoth Alsike,  
White Alfalfa, Timothy, Grasses,  
etc.

Mail Samples

Ask for Prices

"The Live Clover House"

### SEEDS FOR SALE.

**SWEET** clover seed, pure white blossom, hulled. \$17 cwt. J. C. Hurst, Holton, Kan.

**BLACKMAN & GRIFFIN CO.**, Ogden, Utah, sell Alfalfa and Clover Seeds. Write them.

**GOOD**, clean 1915 crop timothy seed grown in vicinity of Wall Lake. Samples on application. \$3.50 per bushel. Wm. Claussen, Wall Lake, Iowa

**FOR SALE**—Black Soja or Japan Peas, Cow Peas, Black Eye Peas and Black Peas. Prices furnished on application. COLONIAL CEREAL CO., Norfolk, Va.

**I HAVE** for sale some 200 bushels Wisconsin Grown, Fire dried yellow Dent Seed corn of 1914 crop. Practically every kernel grown by test. John Holden, R. No. 5, Whitewater, Wis.

**GOOD SEED CORN** at low prices. High germinating, 1914 crop; dry, well cured seed corn for immediate delivery, car lots or less, at reasonable prices. Write to-day for samples. Dakota Improved Seed Co. 122 Main St., Mitchell, S. D.

**SUDAN SEED**—Pure, clean Sudan Grass Seed, grown from certified seed, inspected while growing; thoroughly cleaned 100-lb. lots, \$5.00; 1,000-lb. lots, \$45.00, f. o. b. Lubbock. Special price on car lots. Wheelock Seed & Grain Co., Lubbock, Texas.

### WINTER VETCH

NEW CROP MICHIGAN GROWN  
YOUNG-RANDOLPH SEED CO., Owosso, Mich.

### Rudy-Patrick Seed Co.

ALFALFA MILLET CANE  
KANSAS CITY, MO.

### SEEDS FOR SALE.

**TIMOTHY** and clovers a specialty.  
J. B. Leveille, Eyota, Minn

**BLACKEYE** White Peas, also Sunflower Seed for Sale. P. L. Zimmermann Co., St. Louis, Mo.

**SWEET CLOVER SEED**—White and biennial yellow. Large and small orders solicited from the trade. Bokhara Seed Co., Box 93, Falmouth, Ky.

**FOR SALE**—Choice Wisconsin and Minnesota grown Clover and Timothy. Write for samples and prices. G. H. Krumdick Co., Winona, Minn.

**CANE**, Black Amber, Cleaned and guaranteed to grow. Local and carlot prices on application. Farmers Grain, Live Stock & Supply Co., Stratton, Neb.

**FARM SEED**—Big Four and Silver Mine Oats; Reid and Griffith's Early Dent Corn; White Blossom and Medium Red Clover. Write for prices and circular. W. G. Griffith, McNabb, Putnam Co., Ill.

**FOR SALE**—Whipporwill, Bunch Clay, Black & White Table, Peas. Early yellow Soy Beans, Long Red Peanuts, Hickory Kind and Prolific Seed Corn. Samples and prices on application.  
I. Wind & Co., Huntsville, Ala.

### HIGH CLOVER PRICES

are due to shortage in domestic yield. How much of deficiency will imports make up? March is month of big demand. High prices mean wide fluctuations and investment opportunities. We offer complete service in world's largest clover seed market. Write for special Weekly Review.

**SOUTHWORTH & CO.**

Second National Bank Bldg., TOLEDO, OHIO

### CAUGHEY, JOSSMAN COMPANY

DETROIT, MICHIGAN

Buyers and Sellers of

**GRASS SEEDS**

# CORN

Lots of it. Early as the Peep of Morn. Minnesota Grown. Also, big yielding Pedigree Barley, Oats, Wheat, Speltz, Clovers. Away with Southern Iowa, Illinois and Nebraska Seed Corn, for 1916! Will it ripen? Wholesale list to dealers. Box 402.

**JOHN A. SALZER SEED CO., Box 402, La Crosse, Wis.**

**WHY WONDER** WHERE YOU CAN GET SERVICE OR SUPPLIES.  
THE GRAIN DEALERS JOURNAL CARRIES THE ADVERTISEMENTS  
OF ONLY THE BEST



## SEEDS FOR SALE—WANTED

## SEEDS FOR SALE.

SEED CORN, also Seed Oats. Aye Bros., Blair, Neb.

MILLET, German, Common, Siberian, Black Amber cane at right prices. Write or wire Sharp Bros., Healy, Kans.

THOMASSON-MORRISON GRAIN CO., Chattanooga, Tenn.  
Headquarters for Southern Cow Peas and Soy Beans. Write us for prices.

SUDAN GRASS SEED, re-cleaned 1915 crop, high germination test. Write for prices and samples. Barkemeyer Grain & Seed Co., Great Falls, Mont.

SEED CORN—Our modern seed house is filled with the finest corn ever harvested. Four standard varieties. \$2 to \$2.50 per bu. If not satisfactory, we will return your money and pay freight both ways. Catalog free. Oaklawn Seed Farm, Box 22, Chatham, Ill.

## CRAWFORDSVILLE SEED CO.

Crawfordsville, Ind.

Clover Seed  
FOR SALE

Car lots or less. Ask for samples and prices

## Western Seed &amp; Irrigation Co.

Offer High Test Seed Corn

CROPS 1914 and 1915

Write or wire for prices stating quantities required.

Fremont, Nebraska

CRAVER-DICKINSON  
SEED COMPANY

Buffalo

Binghamton

Buy and Sell  
TIMOTHY  
CLOVER  
ALSIKE  
ALFALFA  
POP CORN

## SEEDS FOR SALE.

FOR KAFFIR Corn, Feterita, Cane of all kinds, Millet, Turkey Wheat, Milo, Sudan Grass. Write W. J. Madden, Hays, Kan.

MEDIUM and alsyke clover seed 1914 crop, extra quality. Write for prices. Model Milling Company, Celina, Ohio.

ASK delivered price on Texas red rust proof seed oats, delivered Missouri, Kansas and other states. A. S. Lewis, 3714 Routh St., Dallas, Texas.

NORTHERN GROWN Black Eye Cow Peas for Sale. Choice for seed or cooking. \$1.75 per bushel. Kiest Milling Co., Knox Ind.

SEED CORN, Clover and Soy beans. We have several hundred bushels of early selected seed corn. Imp. Reid's Yellow Dent, and Johnson Co. White. Germination near 100%. Home Grown, re-cleaned Red Clover and medium Yellow Soy Beans. Shipped on ten days' approval. E. G. Lewis, Media, Ill.

## FIELD SEEDS

AND ONION SETS

WE BUY—WE SELL

HARDIN, HAMILTON & LEWMAN  
Louisville Kentucky

## SWEET CLOVER (biennial—

White and Yellow—hulled and unhulled)

Fancy Red Top  
Orchard Grass  
Kentucky Blue Grass  
Tennessee Millet  
Cow Peas  
Soy Beans

Write for Samples and Prices Today

WOOD, STUBBS & CO.

(Incorporated)

SEEDSMEN  
LOUISVILLE KENTUCKY

## SEEDS FOR SALE.

SUDAN GRASS SEED—Officially inspected, \$60 per 1,000 lbs., while it lasts. Get busy. Weaver Bros., Lubbock, Texas

FOR SALE—White blossom Sweet Clover Seed, re-cleaned, unhulled, \$15 per 100 lb. John M. Sample, Madison, Ind.

STOCK PEAS and Whippoorwill Peas. We have a few cars of each for sale. Ask for price list. H. H. Watson, Longview, Texas.

CHOICE re-cleaned high grade Wisconsin Timothy, \$8.50 to \$7.00 per cwt. Also \$15.00 per cwt. Pfeiffer Grain & Seed Co., Durand, Wis.

SEED CORN—A choice lot of 1915 Reids Yellow Dent Seed Corn, deep grain and well matured, germination test 99%, shelled and graded, sacks free, \$2.50 per bu.; in ear, graded \$3.00 per bu. Will ship on approval. Shady Lane Stock Farm, Jerseyville, Ill.

## LOUISVILLE SEED COMPANY

INCORPORATED

LOUISVILLE, KY.

Headquarters for

RED TOP AND ORCHARD GRASS

BUYERS AND SELLERS  
OF ALL VARIETIES FIELD SEEDS

## TRADE WITH US

When buying or selling

Red, Alsike and White Clover,  
Alfalfa and Timothy Seed

also

Dried Peas.

L. TEWELES SEED COMPANY

Established 1865

Milwaukee,

Wisconsin

## THE W. A. SIMPSON CO.

BALTIMORE, MD.

"CLOVER SEED"

"SUNFLOWER," "D. E. RAPE" GRASSES

Write us for prices—carloads or less

RED CLOVER  
ALFALFA

W A R A P E  
WHITE CLOVER  
ALS YKE  
44-46 Pearl St.  
NEW YORK CITY

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

NATURAL GRASS  
ENGLISH RYE  
RED TOP

EXPORTERS and IMPORTERS

ASK FOR PRICES



## SEEDS FOR SALE—WANTED

### SEEDS FOR SALE.

**FOR SALE**—Timothy, Red Top, and Clover. For samples and prices, write J. M. Schultz, Dieterich, Ill.

**PURE**, Recleaned, Inspected, tested Sudan Seed, Cane, Alfalfa, Cowpeas, and other seeds. Car lots or less. B. E. Miller (seed grower), Carlton, Tex.

**CLOVER SEED**, Red Clover & Alsike. Any quantity, bag to car lots. Samples and prices on request. Wisconsin Seed & Fertilizer Co., Oshkosh, Wis.

**GOOD SEED OATS**, Big 4 and Silver Mine, reasonable Margin above the market price. Ask for sample. Risser & Rollins, Paxton, Ill.

**MINNESOTA Grown seed Corn**, North Dakota grown Brome Grass, Red River Valley Seed Potatoes. D. D. Simmons Company, The Moorhead Seed House, Moorhead, Minn.

### The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,  
Soudan Grass, Millet, Rape.

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KANSAS

### CHOICE WHITE SEED CORN

We have a limited amount of the famous Scioto Valley White corn suitable for seed. We guarantee satisfaction. Price \$1.10 f. o. b. Portsmouth, Ohio.

THE GRIMES-STREITMATTER GRAIN CO.

## High Grade Clover Seed

AT THE RIGHT PRICE

**WM. G. SCARLETT & CO.**

Baltimore, Md.

D. E. RAPE ALFALFA GRASSES

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**ALFALFA SEED** and Sweet Clover seed, finest quality. Write for samples. Sevier Valley Merc. Co., Salina, Utah.

**FOR SALE**—Good seed corn, oats and barley. The dependable varieties. Samples on request. Allen Joslin, Holstein, Ia.

**FOR COW** Peas and Tennessee Millet. Write for prices. C. R. Baird Company, Chattanooga, Tenn.

**SEED BUYERS AND SELLERS** can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

**RECLEANED** Red Top Cane seed, \$1.25 per hundred; Straight Neck Cane Seed, \$2.00 per hundred; Dwarf Maize Seed, recleaned, \$1.50 per hundred; Sudan Grass Seed, 5 cents per pound in 1,000 pound lots. Davidson Feed Store, Lubbock, Texas

### SEED CORN SPECIALISTS

We Grow ALL Varieties in ANY Quantities  
WHOLESALE ONLY

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WATERLOO, NEBR.

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Kentucky Blue Grass Seed

Mo. Grown—Quality Unexcelled

MITCHELL HILL BROS.

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Evansville, Indiana

FIELD SEEDS AND GRAIN

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If you want to buy, ask us for samples

LET'S GET ACQUAINTED

### SEEDS FOR SALE.

**SEED CORN**, hand picked, leading varieties, white or yellow. \$1.50-\$2.00 per bu. Write me your wants. Ed. S. Barry, Hardin, Ill.

**SWEET CLOVER** seed, special scarified, hulled & unhulled. Circular and prices on request. John A. Shocher R. 4 Fairport, Ky.

**FARM SEEDS**—Medium Red and Alsike Clovers, Soy Beans, Cow Peas, Oats, Field Peas, and pure bred Seed Corn. Write for price. L. C. Brown, La Grange, Ill.

**GERMAN MILLET**. We have a limited supply of German Millet which we can now offer to the market. Correspondence solicited. D. H. Clark, Galt, Mo.

**MARQUIS SPRING WHEAT** direct from grower. Tested for purity and germination by Montana Agricultural College. The best Marquis I have ever grown, comes from field that averaged 100 bu. per acre. Write or wire for special prices on car loads. A. B. McVay, grower, Great Falls, Mont.

We have for sale several thousand bushels of seed corn, both 1914 and 1915 crop. Can furnish in large or small lots.

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Car load lots and less

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GARTON COOPER SEED COMPANY  
SUGAR GROVE, ILL.

"MAY BELL" Brand Pure Field

WE BUY **SEEDS** WE SELL

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Standard Brands of

**GRASS  
MIXTURES**

for Lawns, Golf Courses,  
Tennis Courts and  
Athletic Fields

**MEET REQUIREMENTS  
FOR ALL SOILS**

Samples and Quotations  
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SEED MERCHANTS

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**TIMOTHY, CLOVER, ALSIKE and ALFALFA**  
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Write for Particulars

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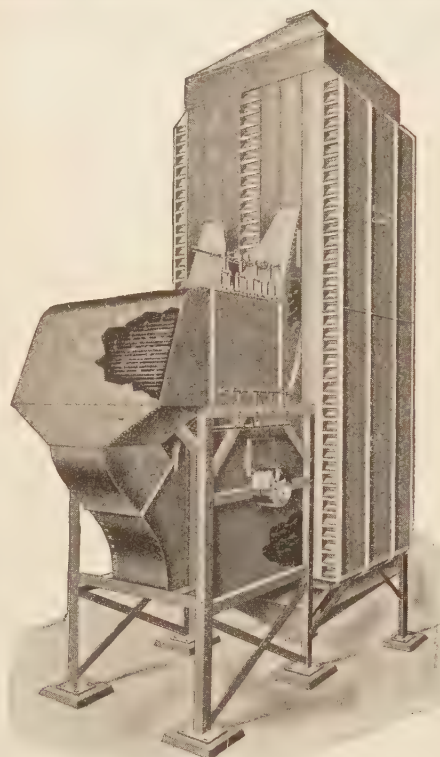
Write for samples and quotations  
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We have some special bargains in Alsike and Timothy and Alsike and Red Clover mixtures.



**THE ILLINOIS SEED COMPANY** - - Chicago





No. 3 Hess Drier and Cooler.  
Dries a carload a day. Price \$900.00 f. o. b. Chicago

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Get a Hess Drier or Out-Door Conditioner and put it in shape before shipping. Then you'll realize its full value and suffer no loss from heating in the car and dockage at destination.

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is giving lots of trouble now. You can guess what it will be later, with car shortage, warmer weather, etc., if you are not equipped with one of those HESS life savers.

We are shipping driers on a moment's notice. We have them in stock—ready to load, and follow them up with the best and largest organization of Drier Experts and erectors in the business.

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A drier or conditioner ordered NOW will save and make a lot of money for you.

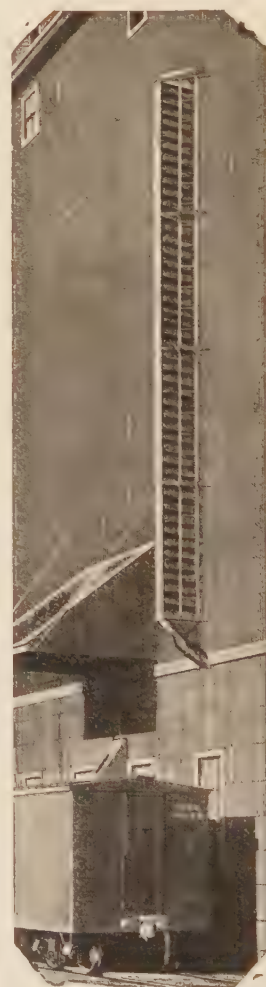
Wire—Telephone—Write. We'll respond instant.

# Hess Warming & Ventilating Co.

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Brown-Duvel Moisture Testers Also—Copper or Glass Flasks



The Hess Out-Door Conditioner.  
Requires no power nor heat. Cools and sweetens heating grain and arrests deterioration.



## GRAIN DEALERS JOURNAL

[Incorporated]

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### THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, MARCH 10, 1916

CONTRACTING GRAIN of the 1916 crops has already been started by grain dealers who are anxious to assume the farmers' risk of a crop as well as the hazards of their own business. Such unseemly haste in grabbing for the new grain is sure to bring disaster to many dealers.

ALFALFA SEED of superior quality is being distributed by a South Dakota commercial club at cost price to growers in a commendable effort to encourage the growing of that valuable crop. This is an idea which might well be adopted by grain dealers everywhere and made to apply not only to alfalfa, but to any other crop well suited to a locality.

THE ADOPTION of standard grades for barley at the same time such grades are adopted for wheat and oats, is one of the possibilities predicted by Dr. J. W. T. Duvel, who attended a meeting of the barley interests at Chicago on March 8. As the grain trade was not represented at this meeting Dr. Duvel suggested holding a subsequent discussion to obtain the views of grain men. The barley trade is so well acquainted with this subject, including bushel weights, color, size of kernel, moisture content, and germinability, it is hoped much assistance will be given to Government experts at the time of the next meeting.

DISHONESTY among grain buyers of western Canada within the last few years has been so enormous that the annual loss amounts to many thousands of dollars. The dishonest employe is one of the most dangerous hazards of business and the grain trade of the continent congratulates the bonding companies which are weeding out this type of buyer upon its recent successes.

AN OHIO organization of co-operative elevators is one of the hopes of the salaried agitator. As the idea originated solely in the fertile mind of an individual and is not the wish of any group of growers, the owner of the idea will quickly become discouraged. Meantime the dealers of the state should invite a close scrutiny of their books by farmer patrons to squelch the agitator's promise of immense profits.

THE RAILROADS of Minnesota and Arkansas saw fit to refund to shippers money exacted for transportation under a rate schedule which was afterwards decided illegal, but the Missouri railroads, after having exacted many millions from shippers under an illegal tariff, are fighting like mad to keep the money. As is clearly shown by Mr. Dahlberg, in an able article presented elsewhere in this number, the carriers have no excuse or defense for retaining the money. Shippers should get together and fight for the refund due them.

EASTERN TRUNK LINES have spent enormous fortunes in providing terminal passenger depots at the Atlantic seaports, but very little has been spent during recent years for the improvement of grain handling facilities, and yet these same railroads seek to place the burden for their inability to unload promptly grain laden cars routed to the seaboard upon the shipper. If the railroads do not find it is profitable to use box cars for grain warehouses, then they should provide modern terminal elevators, which will unload cars quickly, and facilitate their being sent back to the west for another load.

GRAIN DEALERS who are not making a careful conscientious effort to determine the cost of handling grain from the farmer's wagon to the terminal market, in fairness to themselves should terminate this uncertain method of doing business. Country elevator men everywhere owe it to themselves and to the trade at large to adopt systematic methods of accounting, which will enable them to determine accurately and at any time how much they are losing on the grain being handled. Each dealer who drifts along in the old hit or miss plan forces his competitor to ignore all estimates of the cost of doing business, and follow his bids, in utter disregard of the losses that are sure to accrue to both.

THE CROP KILLERS Union, which was determined to feed the winter wheat crop of the Southwest to the green bugs, seems to have been hasty. The many reports published in our "Crop Reports" column this number show that the damage done or possible to be done by the green bugs this season is hardly worth considering. While the wheat crop of the Southwest does not give promise of equaling the crops of the last two years, still there will be a surplus.

TESTS OF a number of samples of seed corn from the 1914 crop develop the distressing fact that not over 90% of the grain will germinate, so that farmers who are depending upon old seed corn to relieve them from the uncertainty of the 1915 crop of mush will be greatly disappointed. It will be far more profitable for both the farmers and the dealers to see to it that nothing but choice seed corn, which will germinate and mature within a reasonable period, is planted, otherwise another poor crop will result from the labors of 1916.

ADVANCING MONEY to farmers to pay for grain which they will haul to town later has been found a very expensive practice recently in both Kansas and Nebraska, in fact a number of buyers have been imposed upon by Farmer Watson, "living just 8 miles north," who needed some cash. His picture is reproduced elsewhere in this number. When you don't know the applicant for an advance, better err in the interest of your own bank account, and inform him that you pay for grain only when it is delivered, which is the only businesslike way of doing. Farmers who want to borrow money should be sent to the banker. He makes a business of lending it.

THE GRAIN GRADES bill now pending in both houses of Congress is being held up partially by the press of international complications, but principally by a gang of scheming politicians, who are working earnestly to kill the bill. Thereby they hope to have a better opportunity for securing the enactment of a law providing for the federal inspection of grain everywhere, in utter disregard of the rights and wishes of the states, the grain exchanges and the men who handle the grain. The Grain Grades Bill, if enacted into law and rigidly enforced, would come nearer to giving the trade uniform grading rules and uniform inspection than any other plan of inspection which has been used or proposed. The congressional politicians want more places for henchmen, they are not interested in the promotion of the grain business. Dealers who believe in federal supervision of grading as the best possible means to attain uniformity, should immediately write or wire their representatives in Congress, in behalf of the pending Grain Grades Bill.



A FURTHER small reduction has been made in the Kansas grain inspection fee, in accordance with recommendations recently made in the Journal. But the reduction of 5c was not sufficient. During January the State Grain Inspection Dep't enjoyed a business in excess of \$13,000, inspecting 24,000 carloads. There is no reason why the fee should not be reduced to 50c per car, thus inspecting grain at nearer its actual cost to the state which was the intent of the law.

NUMEROUS THEFTS of grain from cars which had been delivered to Chicago terminal elevators are reported in this number. As it is impossible to pass on to the carrier the responsibility for this loss the only solution seems to be the employment of a watchman. But this way of guarding against future thefts is not so expensive as it might appear at first glance—the insurance premium on a terminal house is materially reduced with the installation of a watchman and clock service.

ANY GRAIN SHIPPER who has loaded out a car of rye recently and can prove the loss of 55 suits of new clothing, will be able to recover same by proving ownership. A Santa Fe car unloaded at the Pt. Richmond Elevator, Philadelphia, last week, arrived with seals unbroken, yet the car contained all this clothing. It did not leak out until after the shovel men got into the grain, and inasmuch as the roof was intact at the time seals were broken the railroad officials admit that the clothing did not leak in, so it must be the property of the shipper, unless he neglected to have it entered on his B/L. Should it be proved that he was attempting to ship clothing to Philadelphia at the grain rate, then he will be subject to a fine of \$5,000 for deceiving the poor carriers. If the clothes are yours, and you want them write to the Philadelphia & Reading R. R.

GRAIN SHIPPERS of Western Classification Territory will soon be required to load 50,000 pounds into a car in order to obtain the carload rate on wheat and rye. Of course this great load can not possibly be placed in many of the cars but the railroads are sure to demand this load be placed in the larger cars, notwithstanding the fact that the stress on all cars will be much greater and the leaks will increase in number and quantity. It will behoove all shippers, not only to cooper every car most carefully but also to weigh all grain into cars with scrupulous exactness, and in the absence of a witness at the time of loading swear to the amount of grain placed in each car. Then when a shortage occurs, as many of them will occur, shippers will have a better chance of proving their loss to the satisfaction of the claim agent.

QUESTIONS FROM grain dealers which appear in our "Asked-Answered" department merit more serious discussion by members of the trade. This department, as well as that devoted to "Letters," is for the use of readers, and we trust that all will feel free to use space therein and help to improve grain trade conditions generally.

JOB LOTS, that is 1,000 bus. lots of corn and oats, for future delivery, as well as 1,000 bu. lots of wheat, are now traded in on the Chicago Board of Trade each day, so that it is possible for the country elevator man who buys a thousand bushels of grain to hedge against his holding, without speculating in more future than he has cash wheat. In other words, the rules of the Chicago Board have been amended to give the small dealer the same protection against his cash holdings as is always used by the large holders.

IF YOU contemplate building a new grain elevator, making alterations or improvements in your plant, it is your duty to your own interests to consult the insurance schedule recently adopted by the mutual companies making a specialty of insuring grain elevators and their contents. A digest of this new schedule is published inside back cover of this number. However, if you are so fortunate as to have your risk accepted by a mutual company, it would be well for you to submit an outline of the contemplated improvements or changes to your insurance company, because it may make suggestions that will result in sufficient reduction in the cost of your insurance to more than pay for the improvements.

THE SOCIETY OF Equity of St. Paul, or at least some of its supporters, have recently attempted to mislead and deceive the farmers of Stillwell, N. D., by advising them that "the president of the Minneapolis Chamber of Commerce sits daily in his office and with a pointer indicates on a dial the price which shall be paid for wheat, and in this way he is able to favor friends and rob enemies." There is one satisfaction in dealing with wild prevaricators of this character, and that is that they cannot feed such extravagant lies to men who know anything about the operation of a grain exchange. When enormous slanders are permitted to be peddled about the country, it is no wonder that many persons who have the power to vote, should vote against dealing in anything for future delivery. The question naturally arises, Why must the Equity Society speakers stoop to such foul misrepresentation? Have the farmers grown so weary of the extravagant statements of their agitators that they must produce more extravagant statements than ever, in order to gain attention?

THE NATIONAL Industrial Traffic League, in a conference with Western Railroads at Chicago on Mar. 6, agreed to a temporary increase in demurrage for these railroads as part of a plan to relieve the present congestion of traffic. Just what effect this will have towards a freer circulation of cars is not quite clear as the roads granted the increase are not congested, their only difficulty being to obtain cars from the east, the seat of the blockade. So many other methods of relief might be advanced that the grain trade should voice strenuous objection to any further revenue measure for the railroads.

### Shrinkage a Question of Fact, Not Under Jurisdiction of Commission.

In reopening the natural shrinkage claim of the A. B. Crouch Grain Co., apparently asking for a fuller presentation of facts bearing on the reasonableness of the natural shrinkage deduction, the Interstate Commerce Commission continues to labor under an error which is completely wiped out in the brief filed Feb. 21 by E. P. Smith of Omaha, attorney for the Council of Grain Exchanges, intervening with the concurrence of the Grain Dealers National Ass'n.

To gather up a mass of data on individual and thousands of shipments of grain in all directions for years past to show what is the average shrinkage or gain in weight during shipment to offset allegations by the carriers, would be so burdensome as to be practically impossible. In his able brief Mr. Smith proves that it is not the province of the Commission to inquire into facts as to loss and damage claims, this being clearly within the sole jurisdiction of the courts.

Mr. Smith attacks the shrinkage deduction because "It is an arbitrary determination in advance by the carrier of a disputed question of fact." "By that method the carrier seeks to limit its liability, in violation of the act to regulate commerce." "It amounts to the taking of property without due process of law, in violation of the provisions of the federal constitution."

To the fourteen cases cited by Mr. Smith could be added one more recent, if it were necessary, that of C., R. I. & G. Ry. Co. v. Libera! Elevator Co., finally decided by the Court of Civil Appeals of Texas Jan. 26, and reported in 182 S. W. 355, wherein the railroad company alleged natural shrinkage by evaporation of moisture in shipments of coal from the mines and declined to pay claims ranging from \$2.75 to \$7.17 per car. Judgment in favor of the shipper was upheld by the court on the ground that whether or not there was an evaporation of moisture was a question of fact which had to be tried out on each separate car.



## What Is Public Service Commission Going to do with Grain Rates in Missouri?

In view of the decree entered Feb. 16, 1916, by the Circuit Court of Cole County of the State of Missouri in the proceeding of "State of Missouri at the relation of M. E. Rhodes, relator, vs. Public Service Commission, et al.," dismissing and setting aside the recent finding, opinion and order of the Public Service Commission, entered Nov. 15, 1915, and modified Dec. 28, 1915 and Jan. 15, 1916.

What is going to happen to the grain rates which the Public Service Commission last fall permitted to be advanced from ten to forty per cent? In the opinion set aside by the Court the Public Service Commission permitted the railroads to make certain advances in practically all car load commodities such as lumber, cement, lime, stone, livestock, etc. In fact, practically all commodities except grain. This order was set aside by the Court for the reason that under the State Constitution the Public Service Commission of Missouri has not the authority or the right to permit any railroad company to charge rates in excess of those prescribed by the Maximum Rate Acts passed by the Legislature.

The grain rate situation was handled at a separate and previous proceedings and grain rates were allowed to go into effect.

If the Commission has not the power or authority to permit a railroad company to charge on livestock, lumber, cement, stone or other articles, rates in excess of Statutory rates, by what authority can they permit the railroads to charge in excess of the Statutory rates on grain?

It would appear that the order of the Commission permitting advances in grain rates was improper and it would seem that the thing for the Commission now to do is withdraw the rate immediately and compel the railroads to observe the lawful rates which are the Statutory rates. Is the Commission going to

do this, or is not the welfare of the grain shippers of as much importance to the shippers as the welfare of the shippers of lumber and other commodities?

Furthermore, it would appear that on last year's crop the railroads under the guise of the Commission order referred to, have charged the shippers rates in excess of the lawful rates.

What method we wonder is going to be adopted to refund these overcharges to the grain shippers?

## Coming Conventions.

Apr. 14-15.—The Western Grain Dealers Ass'n at Cedar Rapids, Ia.

May 2, 3, 4.—Kansas Grain Dealers Ass'n at Kansas City, Mo.

May 9-10.—Illinois Grain Dealers Ass'n at Decatur, Ill.

May 23-24.—Oklahoma Grain Dealers Ass'n at Oklahoma City.

June 7-8.—Iowa Seed Dealers Ass'n at Des Moines.

June 20-22.—The American Seed Trade Ass'n at Chicago.

July 11-13.—National Hay Ass'n at Cedar Point, O.

Sept. 25-27.—Grain Dealers National Ass'n at Baltimore, Md.

EXPORTING COUNTRIES have more wheat than Europe needs. Ocean tonnage is scarce. Great Britain controls most of it. She is using it as a club to buy her wheat as cheaply as possible. Wheat in Liverpool recently was above two dollars a bushel, but has been declining. Wherever wheat can be obtained at reasonable prices, England's ships will probably be found available. When wheat advances, it will probably be found that available bottoms will become scarce to reduce wheat prices. That is the real meaning of the Order in Council by which no ship flying the British flag may leave one foreign port for another without special permission by wire from London.—C. A. King & Co.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. & S. 13158 passed thru Plainview, Tex., Mar. 4, southbound, leaking millet seed badly about midway. As much as 100 lbs. leaked out while car stopped; seemed to have been leaking badly along the road.—E. T. Coleman.

C. & O. 7985 passed thru Kane, Ill., Feb. 29, leaking wheat.—E. Cockrell, Jerseyville.

A. C. L. 32744 arrived at Stella, Neb., Feb. 28, leaking corn badly at bottom on side. Railroad company set car out here, presumably for repairs.—J. D. Curtis.

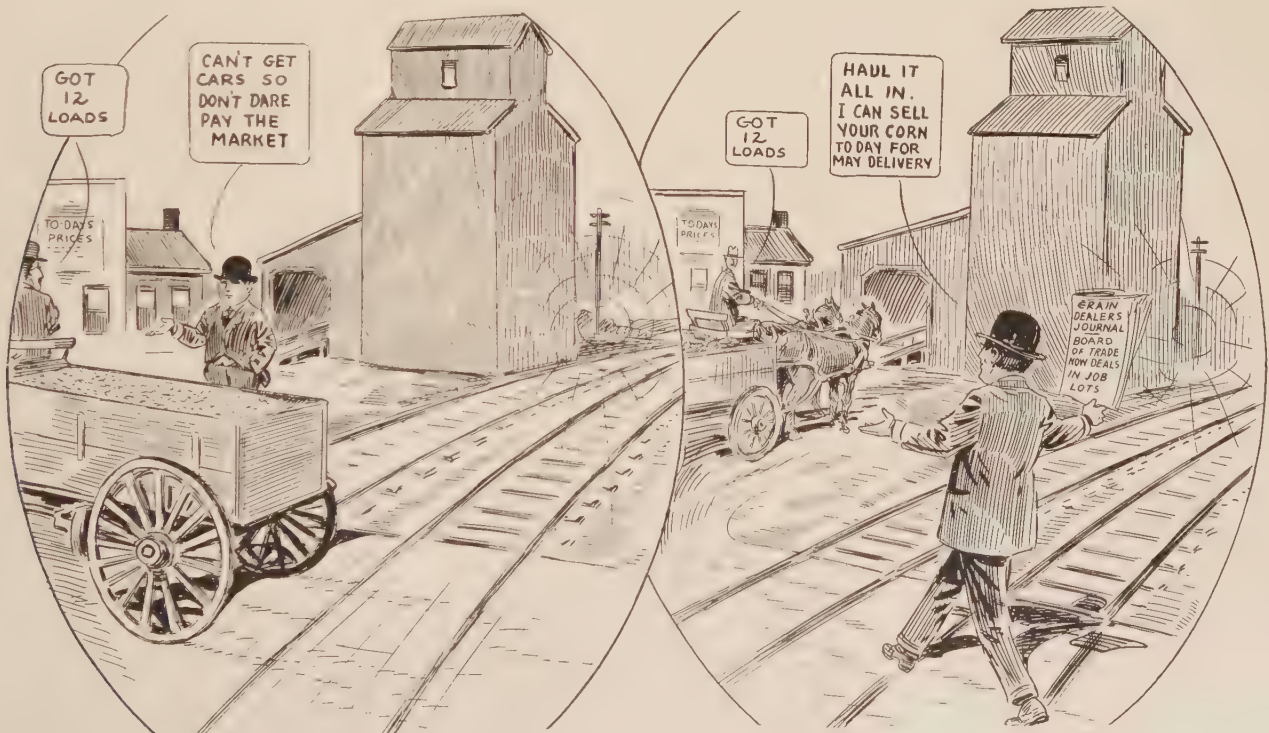
B. & O. 90125, eastbound, loaded with shelled corn, was standing on siding at Elgin, O., Feb. 27, with hole about center of bottom of car. About 20 bus. of corn had run out. Section men gathered it up and put back in same car.—Lawrence Black, mgr. Pollock Grain Co.

R. I. 64411 passed thru Powhattan, Kan., Feb. 25, eastbound, on train No. 88, leaking wheat thru loose sheathing on one side over truck.—B. E. Stratton, mgr. Derby Grain Co.

Wabash 75197 in G. R. & I. yards at Avilla, Ind., Feb. 23, was leaking oats at bottom or thru grain door. Car may have been loaded so that grain spilled over top of grain door.—Ben Levy, of Stiefel & Levy.

Erie 89698 passed thru Allison, Ia., Feb. 21, with side door open. Apparently was loaded with corn as there were 3 grain boards fastened to doorway.—L. H. Potter, of Hill & Potter Grain Co.

N. O. & N. E. 14559 westbound between Milwaukee and Madison, Wis., Feb. 18, was leaking barley at side door; leak not very bad.—Hill & Aplin, Dousman, Wis.



Before and After the Grain Exchanges Dealt in 1,000 bu. Lots.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Who Is Behind the Non-Partisan League?

*Grain Dealers Journal:* I would like to know who is behind the so-called Non-Partisan League, which was started this year in North Dakota. It is suspected by some that George Loftus is the prime mover in this new work. Notwithstanding they are charging \$6 apiece for membership, very few farmers are neglecting to join. The league prints a paper at Fargo, D. C. Coats, editor, and supplies members with it, as well as a copy of Pearson's Magazine. What is behind this game?—W. A. C.

### Recourse Against Shipper of Moldy Hay.

*Grain Dealers Journal:* When a car of hay is received at destination rotten and molded in the middle of the bales what recourse has the buyer against the shipper?

Under the contract shipper's sworn weights and grades were to govern, and his affidavit called for sound, sweet, well cured No. 2, standard No. 1 or choice alfalfa.

Can the shipper be forced to pay the freight? Does the matter come under the pure food and drugs act? Is it a case for the federal authorities or the local courts?—Chas. M. Turner.

**Ans.:** Having contracted to accept shipper's weights and grades the buyer must do so in the absence of fraud, which will be subject to proof by the buyer, who can recover damages in any court having jurisdiction, including the freight, if the consignment did not sell for enough to pay the freight.

If seized by the U. S. Dept. of Agriculture under the Pure Food and Drugs Act on account of being a shipment in interstate commerce of a putrid or rotten food product the buyer will have the aid of that evidence in proving the fraud; but this proceeding will give the buyer no judgment against the shipper, the federal court simply imposing a nominal fine of \$25 to \$50 because of the interstate shipment.

### Buyer's Recourse for Carrier's Delay.

*Grain Dealers Journal:* Two cars of oats were shipped Feb. 1 and 5 from Chicago to us at a point in Virginia, and up to this writing, Mar. 4, the two cars have not been received.

In the meantime the market has declined almost 10 cents per bushel. It would mean a considerable loss to us should we receive and unload these cars. The agent of the Southern Railroad this morning stated they have billing on these cars but are unable to locate them at present.

We consider we are entitled to redress from either shipper or railroad for this undue delay. What should be our proper mode of procedure on receiving the two cars of oats? Each car contains 1500 bus. of No. 2 white oats.—B.

**Ans.:** The shippers discharged their duty by loading out the oats promptly on a sale f. o. b. point of origin, and buyer's recourse is against the carrier.

Carriers are liable for loss due to depreciation in quality or decline in market

value due to unreasonable delay in transit. When such claims are made the carriers attempt to evade liability by alleging the delay was due to an "Act of God," restraint of princes, press of business or embargoes.

As it is buyer's duty to minimize the damages, instead of refusing the shipment he should handle it to the best advantage, making a record of the expense and loss to include in his claim against the railroad company.

### Wants Information on Pop Corn?

*Grain Dealers Journal:* I am in search of a report of popcorn markets. I wish journals which give the current market reports on the different kinds of pop corn, also information regarding the different varieties of pop corn and where they are grown most extensively. Is there a medium which specializes in pop corn, its culture and its uses?—M. F. Livermore, Brazil, Ind.

**Ans.:** Popcorn is grown in small plots and is shipped by the farmers in less than carload lots to produce commission merchants and the market quotations are found in the daily produce reports of the leading cities with the reports of prices of nuts and fruits.

Where popcorn is grown extensively the crops are purchased by local dealers and shipped; and where it is grown on a large scale every year, as at Odebolt, Iowa, the large consumers and buyers have erected special storage bins and elevators to buy direct from the grower.

### Buyer's Right to Cancel Unfilled Contract at Expiration.

*Grain Dealers Journal:* Has a firm a right to cancel contract as follows? On Dec. 23d we sold a Peoria firm 5,500 bus. of No. 4 corn on shipment our track 6c rates points. We were unable to deliver this car in specified time of contract, but shipped it as soon as it was delivered to us from the farmers. Contract reads like this:

"Extension of time for shipment, or the cancellation of this contract, only at option and by agreement with buyer. When grain is not shipped within the specified time, we consider contract open until shipped, or we notify you that we have closed same. Cars must be loaded subject to the rules of the roads over which they are to be shipped."

The firm that we sold this to extended the time on this shipment until we delivered it on Jan. 18th. About the time we filled this contract we sold the same firm 6,000 bus. of No. 4 corn or better for January and February shipment. The roads got very bad and cars were scarce. We had several obligations out and we filled them expecting this company to extend the time again, as it had done before. We did not fill this contract on time sold which was the 29th of February. At 3:30 p. m. Feb. 29th we got a message as follows: "Your contract Jan. 28th 6,000 bus. corn time shipment expires today we cancel same if not shipped."

After getting this message the writer called the firm by telephone and tried to explain that we could not cancel the grain with the farmers and that we would not accept cancellation by it, but would ship the corn as soon as the farmers could deliver it. I wrote the buyer a letter also refusing to accept cancellation of this contract for corn. Please advise us by return mail your judgment in regard to this sale. Whether we have the right to fill this contract when the farmers bring in this corn. If this corn had been sold on the Chicago market when the time expired they would have bought it in and gave us the profits, if any.—J. C. South Grain & Coal Co., per J. C. South, Knoxville, Ill.

**Ans.:** The contract, as you have stated

in your letter, gives the buyer the option to extend time or limit it as he may desire, after the expiration of the specified period. Your only option seems to be to deliver corn sold within the time specified, or to accept extensions as the buyer may see fit to grant them.

### Unable to Secure Claim Papers or Report.

*Grain Dealers Journal:* We have some railroad claims filed with grain companies in Salina, Kansas, and Conway Springs, Kansas, and some claims are over a year old; we have written them several times but they will not answer. What would be the best thing to do? We have had several claims like this before with different grain companies, and when they were unable to collect they always returned the papers, but from these two companies we do not even get an answer.—Marquette Produce Co., by A. R. Anderson, Marquette, Kan.

**Ans.:** If you assigned your railroad claims to a grain company for collection, for your account, and you are unable to get any word regarding the claims, we would simply render a bill to the grain company, mailing it under registered letter, and notify it therein that unless you hear from it within ten days you will make draft for the amount of your claim. If draft is dishonored, place the account in attorney's hands for collection.

### Garnishment of Proceeds of Draft.

*Grain Dealers Journal:* On an interstate shipment of hay the money for which is given on presentation of draft with B/L, making the latter the property of the bank, if the draft is paid at destination and the funds garnished will an affidavit of the bank that draft and B/L are its property justify the court at destination to release the funds?—L. A. Bowman.

**Ans.:** In determining the ownership of the proceeds or the draft or the B/L the court will go back of the affidavit to inquire of the bank in what manner it acquired title to the property. A statement by the bank in its affidavit that it believed itself to be the owner will not be conclusive against evidence that it merely held the papers for collection. Two decisions on this point are reproduced from the Supreme Court Decisions columns of the Journal:

**Title to Proceeds of Draft.**—A bank acquiring in due course of business a draft for the price of goods with B/L attached, is the owner thereof, and of the proceeds on the draft being paid, and the proceeds in the possession of another bank collecting the draft cannot be attached as the property of the seller, but where the bank merely took the draft and B/L as a collecting agent, it acquires no property right in the proceeds.—*Elm City Lumber Co. v. Childerhose & Pratt*, Supreme Court of North Carolina. 83 S. E. 22.

**Rights of Transferee of B/L Against Attachment.**—A bank which has advanced money to the consignor of grain and taken as security a draft upon the consignee with B/L attached is the owner of the grain, and it cannot be attached in a suit by the consignee against the consignor, who was indebted to him on another transaction, especially where the consignee admitted the bank's right when the draft was presented and offered to compromise, and also admitted that he had the grain brought into the city for the purpose of attaching it.—*A. J. Poor Grain Co. v. Franke Grain Co.* Kansas City Court of Appeals, Missouri. 157 S. W. 840.

## Our Callers

A. H. White, Edgeley, N. D.  
Lester N. Bowman, Winnebago, Ill.  
Mr. Smith, F. Smith & Son, Monmouth, Ill.  
Francis C. Marty, Rosario, Argentine Republic.  
Geo. Saathoff, Saathoff & Amacher, Pontiac, Ill.  
Hal E. Middleton, Alberta General Agt. U. S. Fidelity & Guaranty Co., Calgary, Alta.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Carrier Sends Notice of Wreck.

*Grain Dealers Journal:* The paragraph calling attention to the wreck of a carload of grain on the Boston & Maine Ry., appearing in the Journal of Feb. 25, was called to the attention of the B. & O. Ry. The road was asked if it had a plan for notifying consignees under such circumstances. In reply it says:

"It is our invariable rule to notify shippers immediately of the destruction, by wreck or fire, of any of their property, and this custom is general among the carriers."

Shippers will no doubt be glad to learn of this rule.—Herbert Sheridan, traffic mgr., Chamber of Commerce, Baltimore, Md.

### Doors Needed in Grain Car Roofs.

*Grain Dealers Journal:* Some objection has been voiced to the recent general demand for doors in the roofs of grain cars because such doors would permit the entrance of tramps into the cars. But it would be necessary to make these doors large enough only to permit the insertion of a spout, and after loading they could be closed with a snap lock upon the inside. It would then be impossible to reopen the doors until after the side doors were opened.

The freight collected on the additional weight which could be carried in cars so equipped, would more than repay the railroads for building in the doors, so shippers would not be alone in reaping a benefit. This is a much needed improvement, and we believe if all grain dealers would request it of the roads over which they ship, results would be quickly obtained.—W. H. Johnson & Co., Clear Lake, Ia.

### Doors in Roofs Would Insure Larger Loads.

*Grain Dealers Journal:* In your issue of February 25th, page 291, are letters by W. B. Essick, South Bend, Ind., Stanley A. Miller, Jay Grain Co. of Mulberry, Ind., and a Kansas subscriber setting forth the advisability of having doors cut in the roofs of cars for loading grain. This I have always advocated and think it should be done.

Where we now put 1500 bus. oats in a car, we could with ease put in 2000 bus. if we could load through the roof. It would be a big help to us in busy times, and make money for the railroads. The condition of the grain last year made it impossible to get more than 1000 bus. oats in any car without shoveling, and this is mighty hard work, besides the man who shovels inhales a lot of poison, and part of the time the helper is "ausgespielt," or laid up.

Anybody could design a door that would be proof against all the things that a side door is proof against. Let's push the campaign along; it will help everybody. 'Twould be one of the best things the railroads ever did for the shipper.—Yours for better loading, Nickel Grain Co., J. G. Bauer, Secy., Valparaiso, Ind.

### Assessment of Elevator Sites

*Grain Dealers Journal:* Elevator operators on the Santa Fe Ry., in Kansas, were annually assessed \$1 for each site until a few years ago. The railroad was not particular whether this dollar was paid or not, the assessment being made merely to give the lease a semblance of legality.

From the charge of \$1 the rental was suddenly increased to \$5 per year, and the railroad became more insistent upon payment. While a few of the dealers throughout this state grumbled over the increase, none refused payment of the exorbitant charge. Recently, however, the railroad has again advanced the charge until it is now a high rental, the operator being assessed each year what purports to be 6% on the money invested in the land by the Santa Fe. The rental thus charged, on enuff land to hold an elevator, is \$12 per year, which would formerly have been the assessment against a company operating a dozen elevators.

If \$12 is to represent 6% of the road's investment the land must have cost \$200. Most of these sites cost originally only about what the carrier is charging annually for rental, and are worth at the present time far less than \$200. We would appreciate advice from readers of the Journal who have had similar increases thrust upon them. We feel the charge is not an equitable one and therefore should not be tolerated.—G. S., Superior.

### Holes in Roof of Car Would Close Country Elevators.

*Grain Dealers Journal:* Referring to the various letters about doors in the tops of cars I wish to say that such a change will alter grain handling conditions far more than one might think at first.

It will do away with hundreds of elevators because farmers can use their portable elevator outfits to load their own cars.

They cannot do this now because the cost of scooping grain back in order to load car to full capacity means too much expense. But with this eliminated farmers can afford to load their own grain at a very substantial saving and load it as fast as any elevator.

It will mean that farmers everywhere will build their own storage places and hold their grain until they are ready to ship. Then with a portable outfit they can load their own cars. As many farmers have their own individual portable elevators it will not even be necessary to co-operate. A farmer will load his grain just as he does his hay or stock. All this expense for elevators with its attendant expense will be eliminated.

It will also be very helpful for the scoop shoveler. All he will need to buy is a portable elevator (I think they cost about \$160) and he will be just as well prepared to handle grain and can handle it just as fast as the local elevator. With the introduction of doors in the roofs of cars or under the eaves you will see these conditions ushered in.

Of course it will mean a decided reduction in elevators built and a reduction in the sale of elevator machinery in country places, but will place the farmer in a more advantageous position in that the local elevator or middle man is eliminated.

With this condition a farmer can then be assured that his grain is bringing him just as much as it would the elevator man and no middle man is digging into the profits. As regards to cleaning the

grain the farmer can probably have a small cleaner and do the work himself.

Should this condition come about it will mean a decided change in handling all kinds of grain.

Should the railroads be induced to make the changes, it would be several years before every car would be so equipped. This would mean that for several years the elevator would have to contend with cars that did not have doors even tho it got occasional cars that did have doors. In the meantime the farmer could probably order cars with doors in the roof and wait until they came. The elevator could not afford to do this.

So I am rather of the opinion that doors in the roofs of cars would prove a distinct advantage for farmers and track buyers but would not be helpful for the local elevator man.—Respectfully, Jas. A. Worsham, Maroa, Ill.

### Farmer Watson Captured in Nebraska.

During January and February a number of Kansas grain buyers advanced money to a man who pretended to be a farmer with considerable corn to sell. After advancing the money they did not hear any more about the corn, or see Mr. Farmer again. Reports published in the Journal served to place some dealers on guard, but many others were too busy to read the news, so contributed to the traveling expenses of Farmer Watson.

It remained for O. A. Cooper of Humboldt, Nebr., to set the trap for the scheming farmer, and land him in jail. Farmer Watson claimed to have 1,400 bts. of choice yellow corn, and Mr. Cooper gave him the \$20 advance which he asked for, but after he had endorsed his name on the back of the check and got the money at the bank, the constable arrested him and relieved him of the money. The Justice of the Peace sentenced him to pay a fine of \$50 and costs, and inasmuch as he was unable to pay the fine, he was sent to jail.

This same farmer obtained \$15 from the agent of C. M. Linn at Pawnee City, Nebr., by the same trick. At Reserve, Kans., he imposed upon both dealers and obtained an advance from another one at Horton, Kans. It is said that he has imposed upon many other dealers, but they have not made public their loss. After he had served his jail sentence at Falls City, he was taken to the next county seat, Pawnee City, and jailed.

If dealers who are imposed upon by traveling fakirs of this character would report their loss more promptly, we would be able to place our readers on guard early enough to protect others from falling prey to the same game.



"Farmer" L. D. Watson, Who Has a Weakness for "Advances."



## Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

### CANADA.

Winnipeg, Man., Mar. 7.—According to latest figures compiled for the Grain Exchange there are now 55,059,732 bus. of grain in store in country elevators, west of Winnipeg. With the exception of flaxseed, the present amount in store is more than double that of a year ago. The figures are: wheat, 43,775,052; oats, 9,424,567; barley, 1,488,090; flaxseed, 372,023. With shipments of grain all-rail from Duluth to the east amounting to less than 100,000 bus. all told during the last week, the elevator situation is becoming serious. Grain dealers have found it almost impossible to obtain cars and no relief is in sight.—R.

### ILLINOIS.

Tremont, Ill., Feb. 5.—The Farmers Elevator Co. received 237 loads of grain today. Six cars of corn were loaded and shipped, making a total of about 12,000 bus. of grain handled.

Neponset, Ill., Mar. 7.—Have shipped in 3 cars corn in last 2 weeks to supply feeders who are running short; they say it goes farther than corn grown here.—W. H. Hayes, mgr. Farmers Grain Elevator Co.

Sidney, Ill., Mar. 1.—No movement of grain; roads bad; elevators filled up on corn around 69c to 70c; car situation has been important to shipper on this crop; lots of corn bot out in country to come in when elevators can make room for it. Car situation easing up some; expect supply will take care of us from now on; large per cent of corn and oats to move still.—Sidney Grain Co.

Oneida, Ill., Mar. 7.—There has been a wide range in price paid for the 1915 crop of corn. We have had corn that sold on the Peoria market from 30 to 70c. Last harvest we took in at this station close to 30,000 bus. of wheat, and at this date we know of only two pieces of wheat sown in this vicinity. Farmers are not hauling much grain at present as roads are very bad.—L. B. DeForest.

### IOWA.

Leland, Ia., Feb. 24.—Barley and flaxseed all marketed; about 1/2 oats and 1/5 wheat left; corn being shipped in.—H. C. Holland.

Ontario, Ia., Mar. 4.—Have been shipping ear corn north to other elevators and feeders.—Chas. Dinsmore, mgr. Farmers Elevator Co.

Dougherty, Ia., Mar. 1.—About 20% oats still in farmers hands; have shipped in 8 cars corn and sold it in this section.—Chriss Adams, agt. Independent Grain & Lumber Co.

Kimballton, Ia., Mar. 3.—For first time since 1894 grain is being shipped in at this station; corn from Nebraska has been shipped to northern Iowa for past week where last year over 75,000 bus. was shipped out by grain dealers; this part of state is usually the great corn state of country.—T. A.

### KANSAS.

Lucas, Kan., Feb. 26.—About 18% of last year's crop still in farmers hands; no corn will be shipped out of this territory.—E. Rogers.

Wichita, Kan., Mar. 1.—Receipts of wheat on the Board of Trade for February broke all previous records when 1,780 cars of grain were received; compared with 1,343 in February, 1915. The increase was entirely in wheat, 1,582 cars arriving; compared with 927 cars last February. Corn receipts were considerably less than a year ago account of heavy consumption of corn in state for feeding purposes.—O.

Healy, Kan., Mar. 2.—About 10% wheat still in farmers hands; some corn to ship this year.—Sharp Bros.

Doster sta. (Caldwell p. o.), Kan., Mar. 4.—About 15% wheat in farmers hands.—A. J. Moore, mgr. Doster Grain Co.

Sabetha, Kan., Mar. 7.—There is not much wheat in this district to be marketed. Corn is also fairly well cleaned up. I estimate about 1/4 of the crop back in first hands. I have several loads in elevator to move as soon as prices are normal.—M. J. Steiner.

### MICHIGAN.

Detroit, Mich., Feb. 29.—There is marked scarcity of empty cars; corn receipts heavy; elevators full.—Wm. Recker, chief grain inspector.

Lansing, Mich., Mar. 7.—Total number of bus. of wheat marketed during February at 65 flouring mills, 82 elevators, and to grain dealers was 323,093 bus. total estimated number of bus. marketed in 7 months, August-February is 6,500,000 bus.—Coleman C. Vaughan, sec'y of state.

### MINNESOTA.

Bird Island, Minn., Feb. 26.—No corn will be shipped out this year.—F. J. Ryan, agt. Crown Elevator Co.

Winona, Minn., Mar. 3.—Most of 1915 corn has been fed because it cannot be kept.—Winona Seed Co.

Hancock, Minn., Feb. 26.—No corn or rye shipped out this year.—C. F. Magnuson, agt. Northwestern Elevator Co.

Vesta, Minn., Feb. 26.—Receipts of wheat and oats heavy of late; very little corn will be marketed.—Agt. Bingham Bros.

Elko, Minn., Feb. 26.—Shipped no barley this year compared with average of 2,000 bus. shipped.—A. L. Page, agt. Commander Elevator Co.

Appleton, Minn., Mar. 2.—About 10,000 bus. corn shipped compared with an average of 100,000 bus.—Chas. S. Stilwell, agt. Atlas Elevator Co.

Ash Creek, Minn., Feb. 26.—No corn and about 200,000 bus. oats and barley shipped this year; compared with about 400,000 oats and barley last year.—E. A. Appleby, mgr. Farmers Elevator Co.

Humphrey, Minn., Feb. 24.—Wheat scarce, mostly oats which are half marketed; cannot sell corn as has no feeding value; perhaps little barley left; flaxseed all marketed.—Carl Anderson.

Carthage sta. (East Grand Forks p. o.), Minn., Feb. 26.—Grain movement good all winter; farmers are now changing seed and getting ready for spring.—Anton Anderson, agt. Monarch Elevator Co.

Alvarado, Minn., Feb. 29.—About 800,000 bus. of grain will be shipped from this station this year; compared with an average of 600,000 for the last 5 years.—A. H. Nystrom, agt. Atlantic Elevator Co.

Triumph, Minn., Mar. 25.—No corn to market in this section; we are shipping in corn; oats about all in; farmers will need from 500 to 1,000 bus. of oats for feed to take place of corn.—Johnson & Kroeger.

De Graff, Minn., Feb. 29.—No corn shipped this season; compared with an average of 100,000 bus. for this station.—A. M. Gagen, mgr. Farmers Elevator Co.

Argyle, Minn., Feb. 26.—This season's shipments will be far greater than average of 1,000,000 bus. of all kinds of grain; have already received more than that amount with probably 200,000 bus. still to come.—A. A. Buckingham, mgr. Farmers & Merchants Elevator Co.

### MISSOURI.

Forest City, Mo., Mar. 3.—Wheat about all shipped out; not much corn moving at present.—H. E. Combs, ass't mgr. Farmers Elevator Co.

Benton City, Mo., Mar. 3.—No corn shipped out; a little oats and wheat shipped last August only grain shipped from here for last 3 years.—R. Hildebrand.

### NEBRASKA.

Brock, Neb.—Considerable good corn left yet; soft and immature corn all gone.—F. B. Reeve.

Moorefield, Neb., Feb. 29.—Grain movement slow on account of car shortage.—James Pearson, mgr. West Elevator.

### NORTH DAKOTA.

Spiritwood, N. D., Mar. 8.—Not much grain moving; roads bad.—E. D. Pratt, agt. Occident Elevator Co.

Dickinson, N. D., Feb. 25.—Grain moving slowly; about 30% crop still in farmers hands.—McGillivray Elevator Co.

Hague, N. D., Mar. 6.—Not much grain movement at present as roads are bad.—P. Helm, agt. Reliance Elevator Co.

Pt. Emma sta. (Guelph p. o.), N. D., Mar. 7.—No grain moving to speak of; about 10% in farmers hands above seed and feed requirements.—J. J. Wallace, agt. Northwestern Elevator Co.

Stewartsdale, N. D., Mar. 3.—Considerable grain in farmers hands in this section; all objecting to decline in price; not looking for \$1.50 as they were last fall; will be satisfied with \$1.10 at this station with freight off.—Wm. A. Clark, agt. Bismarck Elevator & Investment Co.

### OHIO.

Port William, O., Mar. 6.—There is no grain here to ship out.—O. W. Linkhart & Son.

### OKLAHOMA.

Catoosa, Okla., Mar. 2.—Little wheat in first hands.—Jeff M. Granitt.

Davis, Okla., Mar. 2.—Farmers holding 20% oats and 25% wheat.—S. H. Davis.

Chelsea, Okla., Mar. 2.—No wheat in farmers hands.—Chelsea Hay & Grain Co.

Coalgate, Okla., Mar. 1.—About 20% corn and 10% wheat in farmers hands.—Coalgate Grain & Elevator Co.

Agra, Okla., Mar. 4.—No grain being marketed; little wheat and oats in farmers hands.—I. C. Pierce.

Guthrie, Okla., Mar. 2.—We believe that most of wheat in this section has been sold.—W. H. Coyle Co.

## The Grain Trade's Activity.

	1915-16.	1914-15.
WHEAT CROP, U. S., bus.....	1,002,029,000	891,017,000
Wheat receipts, primary markets, July 1, 1915, to Mar. 4, 1916, bus.....	414,882,000	371,513,000
U. S. wheat exports, July 1, 1915, to Mar. 4, 1916, bus.....	227,805,000	224,553,000
Argentine wheat exports, Jan. 1, 1915, to Mar. 4, 1916, bus.....	106,678,000	54,688,000
Wheat, visible supply, Mar. 2, 1916, bus.....	63,107,000	49,686,000
Canadian, visible wheat supply, Mar. 4, 1916, bus.....	35,281,000	10,545,000
FLOUR EXPORTS, July 1, 1915, to Mar. 4, 1916, bbls.....	11,804,000	10,646,000
OATS CROP, U. S., bus.....	1,517,478,000	1,141,060,000
Oats, receipts, primary markets, Aug. 1, 1915, to Mar. 4, 1916, bus.....	204,128,000	203,331,000
U. S. oats exports, July 1, 1915, to Mar. 2, 1916, bus.....	60,841,000	48,596,000
Oats, visible supply, Mar. 2, 1916, bus.....	19,881,000	33,258,000
CORN CROP, U. S., bus.....	3,090,509,000	2,672,804,000
Corn visible supply, Mar. 4, 1916, bus.....	21,935,000	41,238,000
Corn receipts, primary markets, Nov. 1, 1915, to Mar. 4, 1916, bus.....	113,849,000	98,692,000
Argentine corn exports, April 1, 1915, to Mar. 4, 1916, bus.....	160,976,000	150,600,000
U. S. corn exports, July 1, 1915, to Mar. 4, 1916, bus.....	14,408,000	20,536,000
RYE EXPORTS, U. S., July 1, 1915, to Mar. 4, 1916, bus.....	10,143,000	9,170,000
BARLEY EXPORTS, U. S., July 1, 1915, to Mar. 4, 1916, bus.....	16,530,000	8,273,000
CHICAGO BOARD OF TRADE CLEARINGS FOR FEB.....	\$14,311,699	\$11,657,110



Altus, Okla., Mar. 3.—Wheat in this section about all marketed.—Leger Mfg. Co.

Bartlesville, Okla., Mar. 3.—About 5% of wheat still in farmers hands.—J. L. Lotz.

Chattanooga, Okla., Mar. 3.—Last year's wheat is all sold in this section.—Murphy Bros.

Adair, Okla., Mar. 2.—No wheat and little corn in farmers hands; roads almost impassable.—Mohn & Rinker.

Oklahoma, Okla., Mar. 1.—Farmers holding 36% corn, 12% wheat and 27% oats.—State Board of Agriculture.

Burlington, Okla., Mar. 2.—About 10% crop in farmers hands.—G. W. Lousigout, mgr. Kansas Flour Mills Co.

Blair, Okla., Mar. 4.—About 3% of 1915 wheat and about 5% oats crop remains in farmers hands.—K. H. Clark.

Cherokee, Okla., Mar. 2.—No wheat moving; very little still to be marketed.—W. M. Russell, agt. Sheppard Elvtr. Co.

Duke, Okla., Mar. 4.—Very little grain in farmers hands as they have been marketing freely recently.—Maples & Hicks.

Amorita, Okla., Mar. 2.—About 25% wheat still in farmers hands; being held pretty stiffly.—J. L. Vance, of Vance Grain Co.

Fairmont, Okla., Mar. 3.—About 15,000 bus. of wheat on hand here; farmers are holding wheat.—Agt. Randels & Grubb.

Camargo, Okla., Mar. 3.—About 90 to 95% of wheat here sold.—K. H. Laws, Mgr., Home Builders Producers & Shippers Ass'n.

Stillwater, Okla., Mar. 2.—Do not think there is 2,000 bus. wheat in farmers hands in this county.—Stillwater Mill & Elvtr. Co.

Canton, Okla., Mar. 4.—Farmers not selling freely; about 33% still in country.—N. Broadhead, mgr. Chalfant-Nelson Grain Co.

Bromide, Okla., Mar. 2.—What little grain is in farmers hands is being held here, and will not be sold until harvest.—Bromide Cotton & Grain Co.

Bixby, Okla., Mar. 7.—Very little grain moving at present. A small amount of wheat and some corn is still in farmers hands.—Wm. Friese.

Kingfisher, Okla., Mar. 2.—About 15% or 18% wheat in farmers hands; they are now holding it.—A. R. Lankard, agt. Kingfisher Mill & Elvtr. Co.

Fay, Okla., Mar. 3.—From 15,000 to 20,000 bus. of wheat and about same amount of corn is still in farmers hands here.—A. M. Gates, agt., Thomas Mfg. Co.

Anadarko, Okla., Mar. 2.—Practically all of last year's wheat has been marketed by farmers. They hold about 20% of corn and sell slow.—Anadarko Mfg. Co.

Hennessey, Okla., Mar. 5.—About 75,000 bus. or 20% of wheat still in the farmers hands here. Not marketing at all; on the slump of 28c per bu.—S. R. Overton & Sons.

Driftwood, Okla., Mar. 7.—From 8 to 10% wheat still in farmers hands; nothing moving now; only enuf oats and corn to feed; shipping in some.—Agt. W. W. Miller & Sons.

Drummond, Okla., Mar. 4.—About 30% of wheat in this section still in farmers hands. We have no cars to ship. No wheat on market for 2 weeks.—G. C. Smith, agt., Mackwell Mill.

Caddo, Okla., Mar. 3.—There is a possible 10% of the oats crop in farmers hands, which is being held very closely. Not much corn is held, merely what is used for feeding purposes.—Caddo Mfg. Co.

Banner, Okla., Mar. 3.—Very little wheat going on market owing to present prices. About 10 to 15% of wheat, 10% of corn and 25% of oats still in the farmers hands.—J. S. Carter, agt. Canadian Mill & Elvtr. Co.

## SOUTH DAKOTA.

Bonilla, S. D., Mar. 7.—Grain movement has been good; very little grain in farmers hands; soil in excellent condition for spring work.—J. E. Rush, agt. Siberz Bros. & Craig.

## TEXAS.

Sour Lake, Tex., Mar. 2.—All grain shipped in this country; none grown here.—X.

## WASHINGTON.

Kahlotus, Wash., Mar. 3.—Grain movement slow at present.—Kahlotus Grain & Supply Co.

## Grain Exports Heavy.

A CARGO of 230,000 bus. of wheat was exported from Philadelphia on Mar. 4, in the French steamer Ganges, destined for Marseilles.

THE FRENCH bark Lafontaine cleared from Seattle last week for Ipswich with 114,800 bus. white brewing barley and 20,390 bus. red Walla Walla wheat.

THE FRENCH BARK Notre Dame d'Arvor sailed recently from Portland, Me., with 121,333 bus. of wheat for the United Kingdom, having been loaded in record time.

DURING FEBRUARY 4,359,250 bus. of grain was exported from Portland, Me., which slightly exceeds the shipments during December of 4,299,890 bus., the largest for a single month up to February.

A CARGO of oats in bags of about 400,000 bus. was exported from Boston in the steamer Essex Baron, for the United Kingdom. She will be followed by the Pontiac, which will take a full cargo of 380,000 bus. of oats in bags for St. Nazaire, France.

BOSTON exported approximately 1,000,000 bus. of grain during the week ending March 4. Two full cargoes for Greece, the Polyktor with 250,000 bus. and Christos Markettos with 180,000 bus. cleared early in the week. Other shipments are the Monadnock for London, 144,000 bus.; the Memphian for Manchester, 120,000 bus.; the Bassano for Hull, 40,000 bus.; the Anglian for London, 80,000 bus., and the Virginian for St. Nazaire, 100,000 bus. The week previous 439,281 bus. were exported, the carriers being the Bay State for Liverpool, with 141,273 bus.; the Devonian for Liverpool, with 116,704 bus.; the Sagamore for Liverpool, with 82,253 bus.; the Cambrian for London, with 41,586 bus., and the Ultonia for St. Nazaire, with 57,465 bus.

## Wheat Movement in February.

Receipts and shipments of wheat at the various markets during February, 1916, compared with February, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Winnipeg	11,689,200	6,302,250	.....	.....
Minn'polis	11,685,230	6,851,830	3,372,120	4,612,040
Chicago	7,407,000	5,066,000	6,836,000	5,042,000
Kans. City	5,687,550	1,985,850	5,786,100	4,101,300
Duluth	3,995,089	1,723,676	580,121	827,407
St. Louis	3,348,481	1,907,400	2,631,670	2,053,170
Baltimore	3,077,972	2,337,144	3,350,018	2,147,737
Omaha	2,953,200	478,800	2,844,000	375,600
Wichita	1,285,000	1,155,600	925,000	774,800
Cincinnati	874,015	172,552	642,955	128,134
Toledo	505,000	527,000	167,600	473,200
Milwaukee	421,250	406,250	441,257	197,903
Indianapolis	216,000	193,000	31,000	36,000
Detroit	170,000	233,000	199,000	230,000
San Francisco,	.....	.....	.....	.....
tons	8,594	11,176	.....	.....
Galveston	.....	.....	4,322,600	3,555,308
New Orleans	.....	.....	2,554,710	5,102,085

## Oats Movement in February.

Receipts and shipments of oats at the various markets during February, 1916, compared with February, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago	11,689,000	10,051,600	9,255,000	9,905,000
Winnipeg	4,360,350	1,938,800	.....	.....
Minn'polis	3,417,080	1,040,160	2,795,890	2,226,640
Milwaukee	3,212,900	2,369,300	4,320,892	1,848,790
St. Louis	1,608,600	1,658,075	1,021,630	934,410
Baltimore	1,323,649	4,039,583	1,310,159	3,285,416
Duluth	1,152,047	652,953	83,502	47,817
Indianapolis	976,000	480,000	439,000	282,000
Omaha	771,800	637,500	850,500	1,054,500
Cincinnati	558,148	281,358	463,148	321,431
Kansas City	443,700	729,300	249,000	658,500
Detroit	429,000	254,000	187,000	109,000
Toledo	320,000	316,800	294,900	286,400
Wichita	92,000	141,000	59,500	115,600
San Francisco,	.....	.....	.....	.....
tons	1,735	3,637	.....	.....
New Orleans	.....	.....	41,885	219,677

## Corn Movement in February.

Receipts and shipments of corn at the various markets during February, 1916, compared with February, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago	15,673,000	9,411,000	5,425,000	8,691,000
Omaha	3,550,800	1,834,800	2,907,100	3,155,900
Kans. City	3,400,000	3,452,500	1,906,250	1,216,250
Baltimore	2,804,313	4,088,646	2,160,510	3,706,529
Indian'polis	2,669,000	1,445,000	741,000	444,000
St. Louis	1,778,530	2,239,200	864,090	1,130,540
Milwaukee	1,769,700	1,785,000	846,994	2,671,829
Minn'polis	1,206,050	1,561,320	620,750	1,270,460
Cincinnati	910,918	781,184	184,572	634,008
Toledo	787,200	460,800	216,600	288,900
Detroit	650,000	428,000	376,000	398,000
Wichita	127,800	316,800	86,700	368,000
San Francisco,	.....	.....	.....	.....
tons	484	1,197	.....	.....
Galveston	.....	.....	137,142	.....
New Orleans	.....	.....	664,683	147,710

## Rye Movement in February.

Receipts and shipments of rye at the various markets during February, 1916, compared with February, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Baltimore	824,358	1,238,247	1,425,490	1,217,470
Chicago	444,000	216,000	274,000	275,000
Minneapolis	418,020	348,300	187,740	264,610
Milwaukee	253,702	223,020	312,311	283,597
St. Louis	71,500	30,050	65,730	15,490
Omaha	71,500	40,700	82,000	30,000
Detroit	66,000	19,000	10,000	23,000
Cincinnati	50,484	38,776	4,903	10,833
Kansas City	30,800	27,500	22,000	40,700
Duluth	12,952	61,211	19,839	41,974
Indianapolis	7,000	6,000	5,000	4,000
Wichita	4,800	.....	4,800	.....
Toledo	1,000	11,000	5,100	12,600

## Barley Movement in February.

Receipts and shipments of barley at the various markets during February, 1916, compared with February, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Minneapolis	3,155,970	2,320,980	2,631,480	2,342,890
Chicago	2,884,000	2,323,000	1,325,000	1,189,000
Milwaukee	1,829,420	1,689,920	784,003	607,237
Baltimore	483,216	402,338	673,088	505,240
Winnipeg	379,350	232,200	.....	.....
Kansas City	322,400	100,800	308,600	107,800
Cincinnati	261,260	42,825	1,706	5,741
Duluth	235,442	377,553	163,217	160,021
Omaha	95,200	16,800	38,020	5,000
St. Louis	78,400	113,800	17,130	13,770
San Francisco,	.....	.....	.....	.....
tons	19,382	49,109	.....	.....
Toledo	2,000	.....	.....	.....

## Exports of Grain Weekly.

	Wheat.		Oats.	
	1915.	1914.	1915.	1914.
July 4, '14 to July 3, '15	314,473,000	182,348,000	101,585,000	17,702,000
July 10	1,890,000	5,758,000	2,410,000	672,000
July 17	2,049,000	5,087,000	2,829,000	474,000
July 24	1,548,000	7,711,000	2,680,000	277,000
July 31	3,809,000	8,196,000	1,846,000	346,000
Aug. 7	1,971,000	4,347,000	1,382,000	884,000
Aug. 14	3,841,000	3,425,000	697,000	280,000
Aug. 21	3,100,000	9,286,000	397,000	612,000
Aug. 28	4,302,000	8,643,000	290,000	323,000
Sept. 4	5,317,000	9,019,000	1,700,000	767,000
Sept. 11	4,788,000	7,440,000	1,65,000	149,000
Sept. 18	5,484,000	5,230,000	1,880,000	2,660,000
Sept. 25	5,793,000	6,483,000	1,692,000	2,571,000
Oct. 2	7,467,000	8,304,000	1,853,000	4,078,000
Oct. 9	10,030,000	6,368,000	728,000	1,611,000
Oct. 16	8,764,000	4,291,000	2,827,000	2,000,000
Oct. 23	8,985,000	4,917,000	1,056,000	1,696,000
Oct. 30	9,744,000	5,691,000	1,814,000	2,167,000
Nov. 6	8,963,000	5,868,000	1,805,000	1,845,000
Nov. 13	10,496,000	7,585,000	1,033,000	1,728,000
Nov. 20	7,614,000	5,767,000	1,888,000	2,219,000
Nov. 27	8,782,000	5,874,000	2,226,000	1,819,000
Dec. 4	9,411,000	9,381,000	2,264,000	1,428,000
Dec. 11	8,484,000	5,515,000	2,196,000	933,000
Dec. 18	8,721,000	9,492,000	1,293,000	1,772,000
Dec. 25	5,755,000	5,199,000	2,070,000	1,754,000
Jan. 1	7,256,000	5,807,000	2,192,000	717,000
Jan. 8	8,322,000	7,382,000	1,308,000	124,000
Jan. 15	7,880,000	7,062,000	2,095,000	859,000
Jan. 22	7,247,000	5,684,000	1,688,000	1,474,000
Jan. 8	6,848,000	5,889,000	1,739,000	779,000
Jan. 15	6,966,000	6,332,000	2,086,000	1,289,000
Jan. 22	7,141,000	4,422,000	1,745,000	2,002,000
Jan. 29	7,636,000	4,522,000	2,510,000	2,072,000
Feb. 5	6,875,000	4,977,000	2,118,000	2,152,000
Feb. 12	8,046,000	6,795,000	2,010,000	1,879,000
Feb. 19	6,490,000	7,128,000	2,635,000	1,730,000
Feb. 26	6,450,000	4,853,000	2,104,000	2,412,000
Mar. 4	6,822,000	5,805,000	2,653,000	1,116,000
Total	227,616,000	221,405,000	69,411,000	50,706,000



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### COLORADO.

Denver, Colo., Mar. 8.—Wheat in bad way; weather very dry.—Jas. A. McSwigan, mgr. Crescent Mill & Elvtr. Co.

### ILLINOIS.

Sidney, Ill., Mar. 1.—Wheat seems to be all right up to now.—Sidney Grain Co.

Oneida, Ill., Mar. 7.—Know of only 2 fields of wheat sown in this section; compared with a yield of over 30,000 bus. last year.—L. B. DeForest, per D. D.

Crossville, Ill., Mar. 4.—Wheat in poor condition; killed by fly in fall and frozen out; looks like not more than 40% to 50% crop.—S. J. Higginson, mgr. Crossville Grain Co.

### INDIANA.

Carlos, Ind., Mar. 6.—Wheat looks bad in this section; farmers talking of breaking up considerable and sowing to oats and corn; do not think over 25% crop considering acreage and condition.—Carlos City Grain Co.

### IOWA.

Dougherty, Ia., Mar. 1.—Corn a failure.—Chriss Adams, agt. Independent Grain & Lumber Co.

Colwell sta. (Charles City p. o.), Ia., Feb. 25.—Corn was complete failure.—P. A. Saddler, mgr. Farmers Co-operative Exchange.

### KANSAS.

Healy, Kan., Mar. 2.—Wheat in good condition.—Sharp Bros.

Lebanon, Kan., Feb. 26.—Weather fine; corn getting in fine condition.—C. M. Isom, of Lebanon Mill & Elvtr. Co.

Sabetha, Kan., Mar. 7.—Outlook for new crop not flattering; acreage smaller than usual; it is freezing and thawing almost every 48 hours; most farmers think wheat is all gone already as ice was hard on it.—M. J. Steiner.

Doster sta. (Caldwell p. o.), Kan., Mar. 4.—Crop outlook poor; some of wheat ground has been put to spring crop on account of poor stand of wheat; wheat acreage about 75% of last year.—A. J. Moore, mgr. Doster Grain Co.

Lucas, Kan., Feb. 26.—Growing wheat damaged but cannot tell to what extent until we have growing weather; acreage fully 15% less than last year; corn acreage was small; quality and yield good; corn acreage will be increased 30% this year.—E. Rogers.

Raymond, Kan., Mar. 7.—There is considerable fly damage here; farmers report fly very bad; some say there are 3 eggs to the stalk; a number of farmers are preparing to plow or list to corn; a farmer just reported that he would have to put his 300 acres to corn.—Raymond Grain & Supply Co.

### MICHIGAN.

Lansing, Mich., Mar. 7.—Reports of injury to wheat during February from 240 correspondents and reports of no damage from 218.—Coleman C. Vaughan, sec'y of state.

### MINNESOTA.

Humphrey, Minn., Feb. 24.—Corn inferior in quality.—Carl Anderson.

Climax, Minn., Feb. 26.—Wheat averaged 20 bus.; barley 35 bus.; rye 10 bus.—Nels Moe, agt. Crookston Mlg. Co.

Vesta, Minn., Feb. 26.—Corn poor quality and heavy in moisture; almost impossible to market it.—Agt. Bingham Bros.

Viking, Minn., Feb. 26.—Had good crop this year; wheat made from 25 to 35 bus.; oats 50 to 60 bus.—Agt. Spaulding Elvtr. Co.

Elko, Minn., Feb. 26.—Corn too soft.—A. L. Page, agt. Commander Elvtr. Co.

Hazel Run, Minn., Mar. 3.—Corn no good in this section; all killed by frost before maturing.—Ira C. Pickett, agt. Pacific Elvtr. Co.

Badger, Minn., Mar. 1.—Wheat yield large considering acreage; damaged some by frost; some wheat averaged 55 bus.—H. B. Lee, mgr. Farmers Elvtr. Co.

Albert Lea, Minn., Mar. 2.—Corn acreage for coming year will be decreased account last year's failure and the pessimistic view that farmers of South Dakota take of corn outlook.—Robt. H. Black.

Appleton, Minn., Mar. 2.—Wheat averaged 15 bus.; oats 55 bus. to 65 bus.; barley 35 bus.; rye poor, about 8 bus.; graded No. 3 and no grade; damaged by frost when in bloom; corn good stand but failed to mature account unfavorable weather conditions; about 10% wheat graded No. 1; about 80% graded No. 2 and 1% graded No. 3 account being bleached, late stack threshed and damaged.—Chas. S. Stilwell, agt. Atlas Elvtr. Co.

### MISSOURI.

Benton City, Mo., Mar. 3.—Wheat badly winter killed at this time.—R. Hildebrand.

Benton City, Mo., Mar. 1.—Wheat seriously winter killed; prospects very poor.—Johnson & Romans.

Forest City, Mo., Mar. 3.—Expect big acreage of corn this season.—H. E. Combs, ass't mgr. Farmers Elvtr. Co.

### NEBRASKA.

Brock, Neb., Mar. 4.—Wheat condition good; no complaint.—F. B. Reeve.

Hasting, Neb., Mar. 3.—No winter killed wheat reported thru this territory so far; weather cold but good snow on ground.—Martin Wade.

Syracuse, Neb., Mar. 1.—Wheat acreage 30% less than last year; does not look good; corn poor quality; about 10% grading No. 3, balance No. 4 to 6.—John T. Ridgeway, agt. Duff Grain Co.

### OHIO.

Helena, O., Mar. 1.—Wheat badly frozen; corn soft; grades about No. 6 yellow.—P. H. Daub.

Pt. William, O., Mar. 6.—Wheat badly winter killed; looks like half crop; corn quality poor; not over half crop.—O. W. Linkhart & Son.

### OKLAHOMA.

Stillwater, Okla., Mar. 2.—No green bugs to speak of.—Stillwater Mill & Elvtr. Co.

Durant, Okla., Mar. 4.—Not over 10 cars wheat grown in this section.—D. Head & Son.

Oklahoma City, Okla., Mar. 3.—Winter wheat looks fair in this section.—C. F. Oelke.

Alva, Okla., Mar. 3.—Present crop prospects 85%; damage by bugs 15%.—Crowell Bros.

Guthrie, Okla., Mar. 2.—Do not think green bugs are doing much damage.—N. A. Coyle Co.

Francis, Okla., Mar. 2.—No wheat sown to speak of; what was plowed froze out.—C. S. Norman.

Blair, Okla., Mar. 4.—Wheat acreage same as last year; free from green bugs so far.—K. H. Clark.

Duke, Okla., Mar. 4.—No green bugs so far; condition crop fair; acreage equal to 1915.—Maples & Hicks.

Anadarko, Okla., Mar. 2.—No damage from green bugs; wheat acreage decreased 10%.—Anadarko Mlg. Co.

Agra, Okla., Mar. 4.—Wheat fine; no green bugs; acreage greater than last year but not large.—I. C. Pierce.

Custer City, Okla., Mar. 3.—No green bugs in Custer County that we know of; a little early yet.—Custer Mlg. Co.

Kingfisher, Okla., Mar. 2.—Some green bugs in this section but very little if any damage to date; wheat acreage 10 to 15% less than last year.—A. R. Lankard, agt. Kingfisher Mill & Elvtr. Co.

Caddo, Okla., Mar. 3.—Very little if any wheat acreage in this vicinity; no damage by green bugs reported.—Caddo Mlg. Co.

Driftwood, Okla., Mar. 7.—Wheat bad; condition 65% at present; acreage 90% of last year.—O. L. N., Agt. W. W. Miller & Sons.

Chelsea, Okla., Mar. 2.—Wheat not very good in this section; not much sown; no bug damage to speak of.—Chelsea Hay & Grain Co.

Cherokee, Okla., Mar. 2.—Some reports of green bug; wheat acreage much less than last year.—W. M. Russell, agt. Sheppard Elvtr. Co.

Fairmont, Okla., Mar. 3.—Growing condition wheat in Patterson township 75%; some fly; some bugs; crop backward.—Agt. Randels & Grubbs.

Council sta. (Oklahoma City p. o.), Okla., Mar. 3.—About 25% wheat affected by green bugs; acreage 25% less than last year.—W. L. Munn.

Cutler, Okla., Mar. 4.—Wheat good at this time; went into ground in fine shape and has stood winter well; need rain now to start it.—E. J. Webb.

Catoosa, Okla., Mar. 2.—Wheat very poor in this section; seems to be frozen out; do not think green bugs have done much damage.—Jeff M. Granitt.

Altus, Okla., Mar. 3.—No green bugs reported so far; wheat acreage from 25,000 to 40,000 acres; plant backward but in healthy condition.—Leger Mill Co.

Adair, Okla., Mar. 2.—Wheat acreage 50% of average crop; condition 25%; no green bugs; oats sowing backward account wet weather.—Mohn & Rinker.

Altus, Okla., Mar. 3.—No green bugs in our section so far; wheat not looking good account freezing; acreage reduced 25% or more.—Gibbons & Durham.

Amorita, Okla., Mar. 2.—No green bugs here; considerable hessian fly in all volunteer and early sown wheat; acreage 85% of normal.—J. L. Vance, of Vance Grain

Camargo, Okla., Mar. 2.—Wheat looks good; needs rain badly; do not think there are any green bugs but afraid of fly.—K. H. Laws, mgr. Home Builders Producers & Shippers Ass'n.

Canton, Okla., Mar. 4.—Wheat making fair growth; no green bugs reported; ground getting dry; will need rain soon; acreage about 50%.—N. Broadhead, mgr. Chalfant-Nelson Grain Co.

Banner, Okla., Mar. 3.—Damage by green bug slight at present; further damage will depend on weather; wheat acreage decreased 10%.—J. S. Carter, agt. Canadian Mill & Elvtr. Co.

Davis, Okla., Mar. 2.—Wheat acreage 75% and oats 50% of last year; green bugs have done little damage; about 10% shows slight signs of bugs, but damage will show later.—S. H. Davis.

Coalgate, Okla., Mar. 1.—About 80% wheat lost by frost; no green bugs; oats acreage increased 35%; seeding practically over; corn acreage will be increased 20%.—Coalgate Grain & Elvtr. Co.

Bromide, Okla., Mar. 2.—No green bug damage; winter damage about 65%; all late wheat killed; early wheat about half stand; wheat ground is being planted to oats.—Bromide Cotton & Grain Co.

Burlington, Okla., Mar. 2.—Wheat in fine condition; small but is green and looks healthy; plenty of moisture in ground; about 90% soil has been resown this year.—G. W. Lousignout, mgr. Kansas Flour Mills Co.

Drummond, Okla., Mar. 4.—Wheat condition good; no green bugs so far; plenty of moisture; acreage same as last year which was about 80%; about 15% of wheat held by farmers is off grade.—G. C. Smith, agt. Blackwell Mill.

Bartlesville, Okla., Mar. 4.—Wheat looks fair; little winter killed wheat; acreage same as last year; winter hardest for several years and spring late; oat acreage will be small if weather does not break up soon.—J. L. Lotz.



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### Annual Meeting Minnesota Farmers Grain Dealers Ass'n.

The 9th annual meeting of the Minnesota Farmers Grain Dealers Ass'n was held at Minneapolis Feb. 23 to 25 with a good attendance and harmonious proceedings.

The old officers were re-elected, H. R. Meisch of Argyle, pres.; L. A. Smith, vice pres.; Adam Brinn of Stewartville, treas. A. F. Nelson of Benson succeeded H. J. Farmer as sec'y.

J. A. Gustafson, F. O. Distad and Ira Buzzell were appointed a resolutions committee.

George Vincent, pres. of the University of Minnesota, delivered an address on Rural Education.

Thursday morning began with a discussion on the topic "Co-operation Between the Board of Directors and the Manager," followed by a talk on "Problems of Board of Directors," by J. Gustafson.

Thursday afternoon Chas. E. Elmquist of the Minnesota State Railroad and Warehouse Commission defended Minnesota state grain inspection: "I do not believe that the people who live in Minnesota desire to have complete control of this system turned over to a body of seven men appointed by the President. There is a law proposed which will give the Federal government the right to standardize grain and, at the same time, appoint inspectors who shall inspect the grain. It also provides that no grain shall be shipped through interstate commerce unless that grain has been inspected by the men who have been appointed by the federal government. Now, gentlemen, what does that mean? I do not care how the bill is disguised, the purpose is absolutely clear, because the power that can appoint the inspector is the power that will control his operation and if he is not satisfactory to them, the license will be withdrawn and he cannot inspect grain. So that, instead of coming out plainly and boldly saying they want federal inspection, they deal in terms of subterfuge."

### The Banquet.

The Minneapolis Grain Commission Merchants Ass'n tendered the visiting members of the Farmers Grain Dealers Ass'n and their friends a banquet Thursday evening at the Radisson Hotel where they filled the Winter Garden to overflowing.

W. O. Timmerman was toastmaster, introducing as the first speaker, F. A. Hallet. John Lind spoke on "Co-operation." J. Adam Bede talked in a humorous vein.

E. H. Moreland, sec'y of the Tri-State Mutual Fire Ins. Co., of Luverne, Minn., made an address Friday morning on "Mutual Insurance," from which we take the following:

### Mutual Insurance.

On Aug. 1, 1902, seven of the grain dealers in southwestern Minnesota, eastern South Dakota and northern Iowa met at Worthington, Minn., for the purpose of devising some means to reduce the cost of their insurance. After mature deliberation they decided to form an ass'n composed of country grain dealers. This ass'n to be purely mutual with no capital stock. For a name they finally decided to call it the Tri-State Grain Shippers' Indemnity—and, as the name signifies, they were to indemnify their fellow grain dealers for loss that occurred from fire.

At this meeting they elected an advisory board or committee of five members, and they in turn chose a chairman, secretary and treasurer. At a subsequent meeting of the advisory board they agreed that each member of the ass'n should subscribe to a common fund on the basis of 10 per cent less than they had paid for insur-

ance the previous year in stock companies.

The advisory committee also decided that at the end of one year each member of the ass'n should receive all money on deposit, after deducting fire losses and other necessary expenses.

The membership the first year comprised 21 dealers, who paid into the treasury \$7,230. During the first year of the ass'n's existence no losses were reported, and after paying the necessary expenses they returned to the members 96 per cent of the original deposit. The news that such an ass'n had been formed spread rapidly among the grain dealers, and the following year the membership increased to 44, with premium deposits of \$12,672.

The ass'n was not so fortunate this year, as two losses were reported. However, after paying all losses and expenses, they returned to their members 42 per cent of the premium deposit.

None of the officers of the Tri-State company receives a salary except the secretary. The directors are paid per diem to attend the annual meetings, and their total salary has rarely exceeded \$50 per year.

The cash received for deposit premiums is deposited in twelve different banks, drawing 5 per cent per annum. These different banks are bonded in a good surety company as further protection of the funds of the members. The company now has a contingent reserve fund of \$8,000, and expects to increase it each year. The company wrote \$2,457,000 insurance in 1915, with gross premiums of about \$40,000. The spirit of mutuality has been the leading factor since the organization of the company, and no member or officer has ever suggested any plan other than the original intentions of the members when the company was organized.

This one small mutual grain dealers' fire insurance company has saved its members \$160,000 and paid all losses promptly, and to make this record the management has had the co-operation of its members, which is essential for the success of any mutual enterprise.

I. S. Henjum, of Hartford, S. D., the well known sec'y of the National Ass'n of Farmers Co-operative Companies, gave some personal experiences on the problems that confront the manager.

Friday afternoon W. J. Ray, of Colo., Ia., who recently resigned his position as sec'y of the Iowa Farmers Grain Dealers Ass'n, outlined the results obtained by organized effort. Pres. Meisch gave a history of the Minnesota Ass'n.

The auditing committee found the accounts correct and reported \$681.51 on hand.

### 80,000-Bu. Hospital Elevator at Ft. William, Ont.

At Fort William and Port Arthur, the Canadian head of the lakes, are to be found more fireproof grain elevators with modern equipment, than at any other port of the Great Lakes. Recently the Western Terminal Elevtr. Co. added an 80,000-bu. reinforced concrete grain hospital to its elevator in West Ft. William. The entire plant is operated by the Western Grain Co.

The new elevator, of which we present herewith sectional elevation, and photograph, is 42x44 ft., 130 ft. high, and as is shown by our engraving, it stands close to the head house of the terminal elevator company's large fireproof storage plant. The new elevator or hospital contains 36 bins, which are 61 ft. 5 in. deep. All working stories have high ceilings so as to facilitate the spouting of grain and the moving of machinery. The working floor has a clearance of 22 ft. 3 in., the basement a clearance of 14 ft. 9 in. and the cupola story has a 28 ft. ceiling.

The house contains two hopper scales of 500 bus. capacity each, one being located on the first floor, and used for weighing in grain; the other being located in the cupola and used for weighing out grain. All of the machinery, spouting and appliances are of the heavy terminal elevator type. Electric power is used throughout and rope transmission is used where it is necessary to transmit the power.

The machinery equipment includes 1 No. 9 Monitor Compound Receiving Separator, 1 No. 9 Monitor Warehouse Smutter, 2 No. 6 Monitor Wheat and Oats Separators, 1 No. 6 Monitor Screenings Machine. Besides the receiving jack leg, the house contains a two compartment loft leg, which has two lines of 14x7 in. Buffalo Buckets, also a three compartment screenings leg, having three lines of 7x5 in. Salem Buckets. Both lines of buckets in the loft leg can be used either for transferring or shipping, and each line of buckets discharges to a Mayo Dis-



Western Terminal Elevator, and Hospital Annex at Left, Fort William, Ont. [See facing page.]



tributing Spout, which can reach one-half the bins, as well as the shipping garner.

The three compartment screenings leg can be used for elevating oats, wheat and screenings at one and the same time, the iron division walls confining the grain being elevated by each line of buckets to their compartment. The screenings line of buckets of this leg discharge into the screenings garner, from whence they are fed into the screenings machine, while the buckets of the wheat and oats compartments discharge their loads into telescope spouts, each of which can reach five bins.

When it is desired to load grain onto a boat, it is first weighed into the shipping bin, from which it is spouted to a 36 in. belt conveyor and it carries the grain 300 ft. to the boat in the river. This conveyor gallery is supported part of the way by the walls of the storage tanks.

Another unusual feature in this new plant is the Edmond Patent Automatic Take-Up on the boots. By means of a system of weights, the leg belts are kept at uniform tension, which can be increased or decreased as may be desired. By keeping the bucket belt taut, fewer buckets are torn loose and the life of the superintendent is made pleasant.

One 75-h. p. motor drives the power car puller, the power shovels, the jack leg and cleaning machines on the first floor. A 50-h. p. motor drives the other legs and the screenings machine in the cupola. A 20-h. p. motor is used to drive the conveyor belt of the shipping gallery. This plant was designed and erected by S. J. McQueen.

FARMERS DO NOT like moisture testers, but they will have to learn to like them. We now have one in our office and selling frozen corn for No. 2 or No. 3 is a thing of the past. We find our judgment is not very good on the corn grades.—John T. Ridgeway, agt., Duff Grain Co., Syracuse, Neb.

## Freight Congestion Grows Steadily Worse.

Export grain leaving Chicago last December for New York was reported Mar. 4 as still 300 miles from that Atlantic port. The condition of this grain when it is finally unloaded into elevators or transferred to vessels, can readily be imagined.

It is estimated that 100,000 carloads of freight is being held in storage yards, breakup yards, and on emergency tracks outside of New York, not one thru railroad reporting its tracks clear of congestion. The lack of ocean vessels is held responsible by the carriers for the delay to this freight, but while this may apply to the package and other general freight the underlying cause of the delay to grain is traceable directly to the lack of export elevator facilities at New York.

That port has slightly in excess of 5,000,000 bushels of export elevator storage capacity, which in normal seasons has been ample to take care of its export grain. But its grain receipts during 1915 increased steadily at an average of 1,000,000 bushels per week, 55,000,000 for the year, and the elevator facilities were inadequate to handle the tonnage. As a result 50,000 carloads of grain are still waiting for transfer, most of it in cars of western railroads upon the tracks of eastern carriers.

By issuing temporary embargoes against certain kinds of freight it was thought for a time the situation would be relieved, but this method has been in vogue for the last three months conditions have grown worse instead of better. The New Haven Ry. presents perhaps the greatest congestion of any carrier entering New York, in that while it owns only 30,000 cars of all descriptions, it has 58,000 freight cars now tied up on its line.

Embargoes have been placed against shipments of grain from Chicago to New York by all of the eastern carriers, and

with the placing of these embargoes a demand was made by the eastern roads upon western carriers for a return of all their empty cars, and this request coming before most of the corn and wheat of the 1915 crop has been moved, is regarded by western shippers as a detriment to the situation rather than a method of relief.

At a meeting before the Interstate Commerce Commission at Washington on Mar. 6 and 7 the carriers acknowledged that embargoes seemed to have no effect upon the congestion and suggested the substitution of an increase in demurrage charges.

J. S. Brown, transportation manager, Chicago Board of Trade, strongly opposed the imposition of further penalties upon the shippers of grain by increasing the demurrage charges, abolishing the average agreement or by any other means, when there is no congestion in the Chicago district or in the grain producing sections.

A strong plea was made for the prompt returning of western cars even tho it temporarily increases the empty mileage, as the cars will be needed for grain during March while the weather is cool. Representatives of the shippers did not favor an absolute embargo against all business to the east, but they did recommend a tight embargo against freight which can not be promptly disposed of after its arrival at the eastern ports.

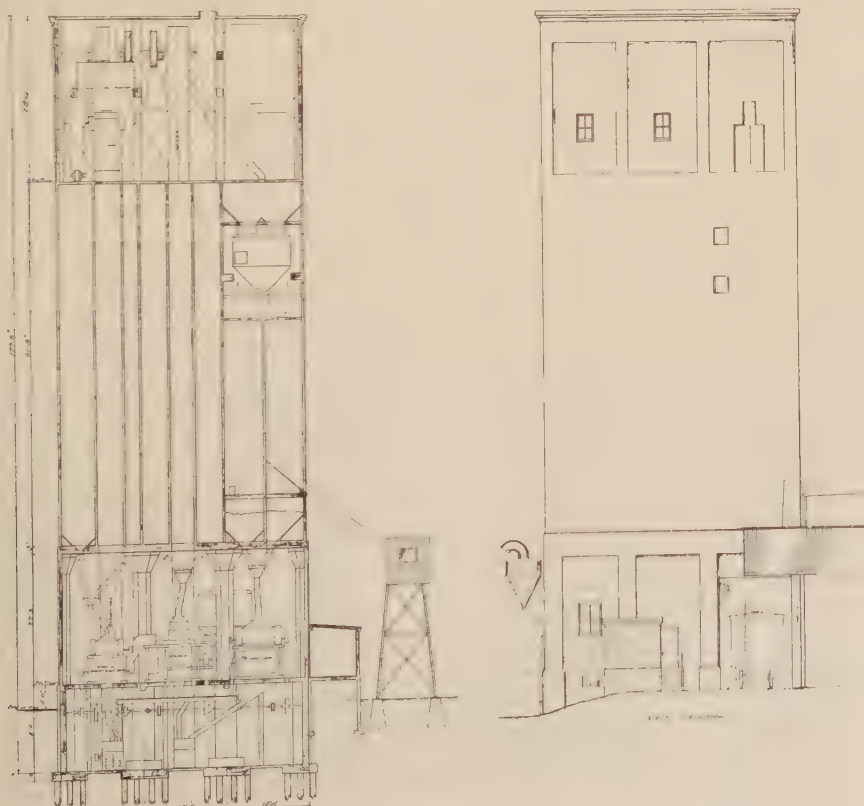
After considerable discussion the following resolution was adopted by the shippers:

Resolved, That in the opinion of the shippers a change in the storage and national code of demurrage rules, which will impose increased storage or demurrage charges and probably eliminate the average demurrage rule, will not remedy the situation in the east, but will work undue and unnecessary hardships on the shippers of the country as a whole.

The resolution of the carriers proposed a substantial reduction in the free time on export business, the making of storage charges on freight in railroad warehouses after 48 hours enough to stimulate the moving of goods, and a charge for three days of \$1 per day per car after 48 hours of free time, \$3 for the next three days and \$5 per day thereafter.

The Washington hearing resulted in the Interstate Commerce Commission obtaining a wealth of information on the present status of the congestion, and tho no plan for relief has been announced it is generally expected that prompt action will be taken.

As reports to stockholders of eastern railroads, published about March 1, represented unprecedented prosperity it is difficult to understand why the roads do not provide better facilities for taking care of their grain at their eastern terminal, discontinuing the use of railway cars for storage purposes. Within a very few months the handling and storage capacity at New York could be doubled and the expenditure for this worthy cause would be insignificant in comparison with the big increases shown in net earnings of the railroads which would use that storage. At the rate grain is reaching New York now it would be possible to have the present capacity greatly enlarged before some of the 50,000 carloads of grain now held up are placed for unloading. The public might even tolerate the floating of a bond issue by the railroads if the money were used in building these much needed plants, but in the light of recent reports this favorite procedure of the carriers would be unnecessary.



Sectional Elevations, New Hospital Elevator at Fort William Ont. [See facing page.]



### War Affecting the Grain Trade.

A RATE of 98c on steam vessels has been paid on recent charters from Portland, Ore.

A RATE of 72c per bus. is being asked on ocean freights from gulf ports to French Atlantic seaports.

THE BRITISH ADMIRALTY is now operating 1,800 requisitioned vessels according to a report from Glasgow.

A BILL has been introduced for the abolition of wheat and flour duties in Norway. Import needs are large and reserves very moderate.

A CHARTER for one steamer, 22,000 quarters of oats was reported Feb. 6 from Baltimore to French Atlantic ports at the record rate of 13s.

FRANCE and Great Britain are negotiating for the purchase of a large portion of the new Roumanian wheat crop of 1916. Crop prospects are highly favorable.

THE HIGH record freight for grain has been made by the Spanish steamer *Gor-bea Mendi*, which recently loaded 28,000 quarters at Baltimore for Marseilles, France. The ship received 92c a bus.

OCEAN steamship rates have recently taken another jump. On freights from Boston to Manchester the charge on grain per bus. has been raised 6c from 44c to 50c, and to London 8c, from 42c to 50c.

A PRICE of \$2.13 per bu., the highest price ever realized, not only on the crop, but in the last forty years, was recently paid for a lot of 400,000 bus. of wheat bot in the United States by the purchasing com'te of the British Gov't.

A SWEDISH royal decree of Nov. 22, 1915, which renews a provision enacted shortly after the outbreak of the war, provides for the suspension of the import duties on wheat, rye, and flour made from wheat and rye, until June 30, 1916.

AGRICULTURE is to be taken up by school children in Turkey, according to a dispatch received in Paris from Constantinople. All school children are expected to work two hours each day in the fields, and the students of agricultural schools will supervise the work of the others.

A NOVEL shipment of 500,000 bus. of oats packed in 80-lb. bags was recently exported from Baltimore in the steamer *Gwent* for Havre, France, by Gill & Fisher, grain exporters. Bags were used in this shipment for the convenience of the French cavalry in transporting on horseback.

WAR RISK rates are advancing. The rates on shipments to Havre and London have advanced to  $\frac{7}{8}$  to  $1\frac{1}{4}$ %, and there has been advances in other directions. It is stated that in the past month about sixty vessels have been sunk, and the large loss is beginning to affect the insurance rates.

THE MINISTER OF AGRICULTURE of France has laid before the chamber a bill for the cultivation of abandoned land and for the organization of agriculture during the war. He stated that an inquiry into the 1915 sowings shows a deficiency of 10%. Wheat alone showed a loss of 475,000 hectares.

MEDITERRANEAN WAR RISK rates have advanced, and there is an advance in the Cape of Good Hope rates. French Mediterranean and West Italian ports are quoted at 2%. The direct route around the Cape is quoted at 4% and South American rates have also increased. The rate to English ports varies from  $\frac{5}{8}$  to 1% on neutral vessels.

SWEDEN is holding a shipment of 24 tons of seed consigned to Russian points on the ground that Russia is detaining a large shipment of clover purchased by Swedish agents.

ROUMANIAN grain is moving to Austria. Of 7,000 freight cars sent to Roumania from Austria and Germany, 6,000 are already loaded. The total purchase of grain aggregates 50,000 carloads.

SUPPLIES entering Germany are now under control and management of the Government, as well as supplies already there, according to a new regulation recently enforced. The barley quota allowed to brewers has been fixed in favor of a central supervising body for securing the requirements of the army at 48%, in which foreign malt will be included. Exchange rate considerations have probably had some influence on the measures adopted.

A BILL authorizing the Sec'y of Agriculture to investigate the handling, grading and transportation of hay and straw, and to fix and establish standards of quality on these two commodities, has been introduced in the Senate by Senator Curtis, a similar bill having been introduced in the House some time ago.

CONGESTION is apparent everywhere, caused by eastern embargoes on practically all seaports. Chicago is indicative of other markets and we find there are over 3,000 cars of grain on track in Chicago that cannot move. Elevator firms are filled nearly to capacity and are buying sparingly. Their driers are running night and day, and are transferring an average of 70,000 bushels contract corn per day to public elevators for May delivery. There is enough corn, therefore, to venture the statement that unless eastern cash demand is excessive or July works to a carrying charge, there will be deliveries of at least 5,000,000 of contract corn on May sales. We are very sure that the present longs will not care to take ownership of this corn and will back away from it and go over into July or September. Eastern outlet is more limited than in years, and with high prices, rigid economy and substitution will be practiced. We are, therefore, confident that there must be an adjustment of the cash situation that will affect May decidedly, and when it is in process there will be a wholesale turning of the long interest to the July future. We are expecting to see July work to a good premium.—W. H. Perrine & Co.

### D. R. Risser Assists Growers.

D. R. Risser, Vaughnsville, O., leaped into prominence as a far-sighted grain dealer recently, when he announced his method of keeping farmer patrons informed of market conditions, seed supply, etc., thru the local press. Mr. Risser believed that any encouragement or assistance he might give the growers of his community, to obtain larger yields of better grain, would be to their mutual advantage.

He is in a better position to appreciate the problems of the farmer perhaps, than the average dealer, as he owns and personally manages a large Ohio farm. The land is used principally in growing grain and silage crops for the fattening of cattle and hogs, but for the last few years Mr. Risser has made a hobby of growing corn and alfalfa for seed. He has determined just what variety of corn thrives best in his locality and produces large quantities of that seed each season, turning it over to his farmer patrons at a nominal figure.

This is merely putting into practice the Crop Improvement Com'te's recommendation to grow only one variety of corn in a locality, but Mr. Risser, familiar with the farmers' dislike of following instructions, has undertaken the work for them. The result is the same. The grower obtains a home-grown seed which is better adapted to the climate and soil than many varieties he might obtain elsewhere.

Mr. Risser strongly advocates the greater use of fertilizer in growing field crops. He has found from personal experience that the claims made for the product are not based merely upon theory and he is therefore encouraging his farmer friends to use it in larger quantities. This is in accordance with the general Risser idea, which is to pass on to the farmer any information obtained which might make of him a better and more successful farmer.

The engraving reproduced herewith shows Mr. Risser "harvesting" beans grown on a row of vines which shade the walk from his elevator to his residence.

WE SOLD 10 Chicago May wheat for one of our customers on Jan. 26 at \$1.38 $\frac{1}{2}$ , the high point on the crop. They were so much pleased that they framed our telegram reporting sale. Honestly—Can you blame them?—Southworth & Co.



D. R. Risser, Grain Dealer of Vaughnsville, O., who helps Farmer Patrons to Better Crops.



### Demise of E. P. Bacon.

Mr. Edward P. Bacon, president of E. P. Bacon Co., former president of the Milwaukee Chamber of Commerce, a prominent figure in the grain business and an authority on traffic matters of national reputation died at Daytona, Florida, on Feb. 25th, aged 82 years. Mr. Bacon, altho not so actively engaged in business as formerly, was closely identified with the management of the affairs of his company and interested in all things of importance to his associates in the grain trade and to the community in general. He went to Florida early in the winter, expecting to remain until warm weather, hoping to gain strength by so doing and was in usual health until an unforeseen condition arose which was the immediate cause of his death.

Edward P. Bacon was born in the town of Reading, Steuben (now Schuyler) county, New York, May 16, 1834, the eldest son of Joseph F. and Matilda (Cowles) Bacon, of New England ancestry extending back to the early colonization of that region.

In 1851 he entered upon railroad service, having secured a position as freight and ticket clerk at Hornellsville, New York, on the New York & Erie Railroad, now known as the Erie Railway, it having just been completed to Dunkirk, then its western terminus. He remained in the employ of that company in the freight department four years, at different locations, the last year having been spent in New York City as chief clerk in the general freight office. When the Michigan Southern and Northern Indiana Railroad (now part of the Lake Shore and Michigan Southern) was completed to Chicago, in 1855, he was offered the position as head of the freight office of that company in Chicago, which he accepted, believing that the West offered greater opportunities for progress. The following year the Milwaukee and Mississippi Railroad, now a division of the Chicago, Milwaukee and St. Paul Railway, was opened to Madison and Janesville, Wis., and he was induced to take charge of the freight business of the Milwaukee station, at a material advance in salary. He remained in the service of that company and its successor for a period of nine years, having been placed successively in charge of the freight, passenger and accounting departments of the road, turning them over, one after another, after having organized them, to other hands. While in charge of the passenger department he devised a case or rack for the convenient arrangement of coupon tickets on sale, which has been in general use in ticket offices ever since.

In 1865 he determined to engage in business for himself and formed a partnership with Lyman Everingham, under the firm name of Bacon & Everingham, for carrying on a grain commission business, which was continued with success until 1874, when owing to impaired health Mr. Bacon found it necessary to give up business for a time and seek recuperation. Preferring the grain business he resumed it in 1878, under the firm name of E. P. Bacon & Co., which has been continued up to the present time, having been organized as a corporation in 1908, under the name of E. P. Bacon Company, now conducting business at Chicago and Minneapolis as well as at Milwaukee.

Mr. Bacon had been a member of the Milwaukee Chamber of Commerce since 1865, and had been influential in promoting needed reforms in methods of conducting the grain trade in that market. He served as a member of the board of

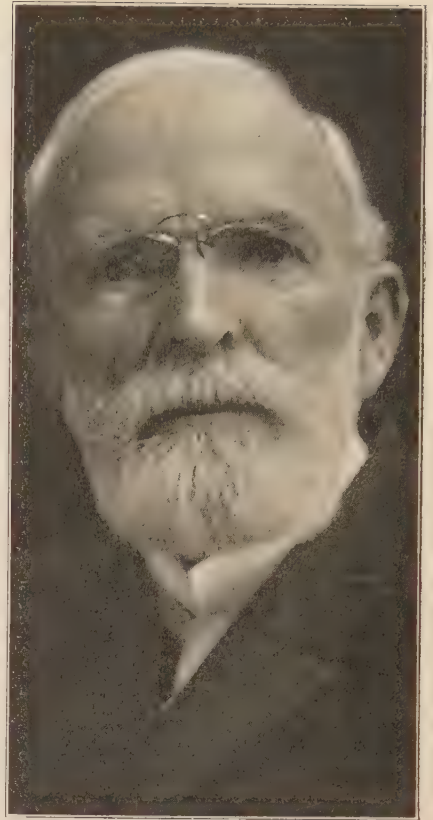
directors for ten years, from 1883 to 1893, six years as director, two as vice-president and two as president. He was appointed delegate to the National Board of Trade for several years in succession and served as one of the vice-presidents of that organization from 1884 to 1889. He was frequently called upon to represent the Chamber of Commerce at commercial conventions and also to appear in its behalf before committees of Congress in respect to pending legislation relating to commercial and financial affairs.

The most important work of public nature in which Mr. Bacon has taken an active part was in connection with the campaign inaugurated in 1899 to secure national legislation for the regulation of railway rates, by enlarging the powers of the Interstate Commerce Commission. A conference of representatives of important commercial organizations of the country was held at Chicago in November of that year, for the purpose of promoting such legislation. Mr. Bacon represented the Milwaukee Chamber of Commerce at this conference and was made chairman of a committee appointed to advocate the passage of the bill. Hearings on the bill were held by the Senate Committee on Interstate Commerce, at irregular intervals, extending over a period of three months and it was finally reported to the Senate adversely by the close vote of six to five.

Interest in the effort to secure the legislation became intensified and resulted in the calling of a convention which was held at St. Louis on the 20th of November, 1900, known as the Interstate Commerce Law Convention. An executive committee was appointed to carry on the work, of which Mr. Bacon was made chairman. A second Interstate Commerce Law Convention was held at St. Louis in October, 1904, at which 170 such organizations, located in 28 different states, were represented by delegates, and a petition to Congress urging the speedy enactment of such legislation was prepared and signed by the delegates of all the organizations represented. An executive committee was appointed to carry out the purposes of the convention, of which Mr. Bacon was again made chairman.

President Roosevelt, in his message to Congress strongly urged empowering the Interstate Commerce Commission to determine the reasonable rate to be substituted for one found to be unreasonable after full hearing, to go into immediate effect and so continue until reversed by the courts. A third Interstate Commerce Law Convention was held in Chicago, Oct. 26th and 27th, 1905, consisting of delegates from 233 commercial organizations, located in various parts of the country, who unanimously ratified the recommendation of the President and demanded the immediate enactment of the legislation outlined. Mr. Bacon was again made chairman of the executive committee of the convention, and spent his entire time in Washington during the ensuing session of Congress.

In his message to Congress at the opening of the following session President Roosevelt reiterated his previous recommendation and a bill carrying it into effect prepared by members of the Interstate Commerce Commission was introduced in the House early in the session by Representative Hepburn of Iowa. The bill as amended was finally enacted into law on the 29th of June, 1906, to go into effect sixty days thereafter. Thus came to a successful issue, after a struggle of nearly seven years, one of the most far reaching acts of legislation of recent years,



Edward P. Bacon, Milwaukee, Deceased.

and more credit for the success of the agitation for needed legislation was due Mr. Bacon than any other man. The shipper's great indebtedness to his ability and perseverance has been recognized by formal action of many commercial organizations.

THE CHAMPION OAT GROWER of Manitoba, Can., for 1916, is Wm. T. Grogan of Treherne, who has enjoyed the distinction three successive years. In 1911 he exhibited oats weighing 51 lbs. to the measured bu.

EXPORTERS ARE BUYING OATS for deferred shipment and every time the local bears have sold them down the seaboard has absorbed the offerings and caused a rally. The visible is only 19,000,000, compared with 33,000,000 last year. Much of this visible is sold to go out for export. Between the export demand and increased farm consumption, we do not think that receipts will be burdensome, and we are going on the theory that on the breaks purchases are advisable. We are also firm believers in purchases of July oats against sales of July corn.—W. H. Perrine & Co.

RICE MILLS active during the season of 1913-14, as just reported by the U. S. Department of Commerce, numbered 59, compared with 74 in 1904 and 80 in 1899. The mills handled 23,035,285 bus. (of 45 lbs.) of rough rice, an increase of 6.3% over 1909. The amount of clean rice obtained was 674,872,108 pounds in 1914, compared with 626,089,489 in 1909, 623,900,245 in 1904, and 243,031,200 in 1899. In 1914 the clean rice obtained represented 65.1%, by weight, of the rough rice milled, compared with 64.2% in 1909, 62.4% in 1904, and 61% in 1899, thus showing a continuous increase. The weight of polish produced formed 3% of the weight of rough rice treated in both 1914 and 1909, and that of bran 9.6% and 9.4% at the respective censuses.



## Grain Rate Refunds in Missouri.

BY B. G. DAHLBERG.

How sincere are the railroads in their present-day "square deal" and "take-the-public-into-your-confidence" propaganda? And particularly, are the railroads in Missouri trying to give the public a fair and honest administration of their properties, or are they merely operating a "midnight" grab-as-you-can financial gamble?

Let me recite a few facts, since they affect every grain shipper and dealer in Missouri and the southeast.

Prior to the years 1905-6 governmental regulation of railroads was a theory rather than a fact. Such laws as there were on the statute books, being largely experimental, were lightly regarded or deliberately ignored. "Inspiration" was the recognized basis of rate-making. Rebates to favored shippers and preferential rates for powerful industries were the rule. The smaller shippers truly "paid the freight."

The situation grew steadily from bad to worse until Congress, responding to an imperative nation-wide demand, finally passed the Hepburn Act, and federal control of interstate commerce became a reality.

At about this same time many of the individual states, spurred on by the ever increasing chaos and encouraged by the federal law-makers, undertook to correct conditions within their own borders. Foremost among these was Missouri, the General Assembly of which passed laws prescribing reasonable maximum railroad rates. These Missouri Rate Acts provided specific maximum charges on carload shipments such as lumber, lime, cement, brick, sand, stone, grain, flour, agricultural implements, wagons, furniture, fruit and livestock, and by the provisions of the state constitution were to take effect June 16, 1905. Before they could be made operative, however, the railroads secured temporary injunctions restraining their enforcement.

In 1907 the General Assembly of Missouri re-enacted the 1905 laws practically as before, and adding rates on ties and some other articles. All of these the railroads promptly enjoined.

After eight years of constant litigation the Supreme Court of the United States, in June, 1913, finally held the Missouri acts to be valid and ordered the cases dismissed. Upon return to the trial court Judge McPherson in February, 1914, dissolved the injunctions and appointed Honorable Wash Adams as master to hear and report on the matter of the refund of the overcharges collected under the injunctions. Thereupon the railroads, while admitting they had taken millions, at once asserted that any recovery was now limited to the injunction bond of \$10,000, that they could keep all moneys in excess thereof, and that the shippers should be prevented from collecting the overcharges due them.

Judge McPherson, ruling that the excess charges must be restored and that the shippers could proceed to collect them in his or any other court, refused to modify his order and the railroads again appealed. That this appeal was not taken in good faith, however, is apparent from the fact that when the case reached the Supreme Court in November, 1915, the railroads at once dismissed it without argument.

In the meantime Attorney General Barker of Missouri had instituted suits to compel restitution of the illegal overcharges to all shippers and passengers, but by a divided decision in the Chicago

& Alton case the Supreme Court of Missouri held that the Attorney General could not maintain such an action. This ruling, however, was based merely on the proposition that the Attorney General could not sue for the individual and the decision in no way prejudiced their right to recover for themselves; to the contrary, Judge Graves, speaking for the majority of the court, said:

"Now, concluding, as we do, that both the State and shippers and passengers can recover, the question is whether the order is good as against the demurrer lodged against it."

Judge Blair, concurring, said:

"It is also clearly evident that the opinion is right in holding actions may be maintained by individual shippers and passengers."

Judge Bond, dissenting, said:

"The railroad upon the final establishment of the validity of these statutes became liable for the money it had wrongfully taken during the period of testing the statutes. There is no logical escape from this conclusion. The railroads, unwilling to await the action of the court in determining the validity of the laws, violated them in advance. The rule is unquestioned that property so obtained must be restored to the owners."

The decision, however, unfortunately gave the railroads an opening which they immediately seized, and, the Attorney General having now been gotten out of the way, they adopted a policy designed to wear down and tire out the individual claimants and frighten and discourage them into abandoning their rights. This settled policy cannot be better expressed than by a letter one of the largest railroads in Missouri recently wrote to a claimant, in which the following occurs:

"The expense of taking the testimony in one of the Missouri cases used as a test was over \$20,000.00, and this suggests that no ordinary shipper could undertake to prosecute a suit involving such expense."

THE AGGREGATE AMOUNT of the overcharges due the Missouri shippers has been variously estimated at from \$3,000,000 to \$21,000,000. The railroad lawyers in a recent argument before the Supreme Court of Missouri referred to the amount being approximately \$18,000,000.

Suits by the hundreds for restitution of these illegal exactions have been instituted and are now pending throughout the state. After exhausting the entire category of legal hindrances, such as demurrers, exceptions, removals and the like, the railroads were finally dragged up to bar, and, being forced to plead, it became necessary for them either to refund the overcharges or hit upon some reason for not doing so. They did the latter, with a peculiar combination of devilish ingenuity and child-like reckoning. They answered, amended, withdrew and re-answered until, finally, their "defenses" against returning the illegal exactions were formidable in number, if not in equity and reason.

THEIR PRINCIPAL SO-CALLED "DEFENSES" may be briefly set out as follows:

1. That the Rate Acts are confiscatory.
2. That they violate the Constitution of Missouri.
3. That they violate the Constitution of the United States.
4. That they interfere with interstate commerce.
5. That the Interstate Commerce Commission has declared the Missouri Acts discriminatory and void.
6. That the recent opinion of the Public Service Commission of Missouri permitting certain advances has forever precluded and estopped all shippers from asserting the reasonableness of the statute rates.
7. That the Acts did not become legally binding until the rates were published by the railroads in regular tariff form.
8. That the temporary injunctions suspended the Acts so that they did not be-

come effective until after the restraining orders were dissolved in February, 1914.

9. That the claims have long since outlawed.

10. That any right of recovery, if any there be, is limited to the injunction bond of \$10,000.

11. That any action for recovery is restricted to the so-called "treble damage" statute of Missouri; that that statute is unconstitutional, and hence there can be no recovery.

12. That the 1905 Act was superseded by the 1907 Act; hence, being repealed, there can be no recovery under any circumstances.

The simple statement of most of these so-called "defenses" shows their frivolous nature, and the mere fact that the railroads have thought it necessary to set up so many reasons indicates that they have little faith in any one of them.

The first four attempt to raise questions that have already been definitely disposed of. They were originally raised in 1905 and after eight years of litigation decided against the railroads by the Supreme Court of the United States, that court holding the acts to be valid, not in interference with interstate commerce, and in their application to the railroads in question constitutional and binding.

THE FIFTH AND SIXTH "DEFENSES" are so without foundation as to make a discussion of them almost absurd. The Interstate Commerce Commission, instead of assailing the Missouri Rate Acts, specifically upheld them and ordered the railroads to maintain from Missouri points to St. Louis interstate rates not in excess of the state rates. And the recent opinion of the Public Service Commission specifically states that its findings did not, and were not intended to, indicate what were or would have been proper rates for the past, but only as to what in its opinion based on the changed conditions now existing they might reasonably permit the roads to charge on and after March 1, 1916. Further, this Public Service Commission order has since been enjoined and withdrawn, the State Court ruling that the commission violated the state constitution in authorizing the railroads to charge rates in excess of those prescribed by the rate acts.

THE SEVENTH contention is equivalent to saying that the railroad companies in Missouri are superior to the legislature itself and that by simply failing or refusing to print and file schedules containing the lawful rates the railroads may set at naught the will of the legislature. But this is simply following what the Missouri roads have done since 1905—setting themselves above and as supreme to all authority.

THE EIGHTH proposition is the same as saying that an inferior court, through the issuance of an erroneous and improper temporary injunction (and an injunction which is subsequently reversed and dismissed) may repeal and annul what is eventually determined to be a valid statute.

THE NINTH contention that the claims have lapsed under the statute of limitations simply amounts to saying, "We know we collected more than we should, but we have now held it so long and have gotten so accustomed to having it in our treasury that for that reason and for no other we are entitled to keep it forever."

It will be remembered that the injunctions were sued out by the railroad companies themselves and based on presentation of facts and figures subsequently proven to be incorrect and erroneous. The railroads therefore took their chance when they exacted the overcharges; to



keep them if the injunction was upheld; to return them if the injunction was dissolved.

ONE OF THE OLDEST sayings in jurisprudence is "that no man shall profit by his own wrong." The railroads took the money while they had the hands of the shippers bound by the iron bands of a powerful injunction and they now contend they can retain the money for the single reason that the shippers failed to act while the injunction existed, notwithstanding that the injunction, issued at the insistence of the railroads, stayed the hands of the state and the power to enforce its laws, and denied to every shipper and passenger any right to protect himself. Can it be possible that an improvident and erroneous injunction, subsequently set aside, has bound the shippers so that they cannot now seek redress? If the railroads be permitted to retain such money, it necessarily follows that the very court which should have protected the shippers and passengers has held them tied and fast-bound while the marauder blithely put his hands into the pockets of those so restrained and unctiously transferred the money into his own coffers. Such would be a monstrous proposition.

THE TENTH "defense" that the liability is limited by the injunction bond has long since been definitely resolved against the railroads. Judge McPherson, in considering this very bond, held:

"There is not a word in the bond with reference to the shippers or passengers, and the terms of the bond will admit of no such construction. There is nothing for the railroad company to assert by reason of that bond."

and the Supreme Court of Missouri last year held:

"The bond is foreign to and constitutes no bar or interference whatever with the right of the shippers to recover back any or all of these illegal exactions."

To the same effect, the Federal Court of Appeals in the Bellamy case held that parties from whom excessive rates have been exacted are not confined to suing on the bond; that they also have the right given them by law to recover the overcharges; that that right was not destroyed by the injunction, but was simply suspended; and that as soon as the injunction was out of the way the right and remedy stood the same as if the injunction had never been issued.

AN INJUNCTION can never serve the purpose of conveying title to property, and yet that is what the railroads are contending. The unblushing claim is now made that because a larger bond was not provided by the railroads in the original suit the rights and remedies of the shippers were destroyed, and they must now be turned out of court despoiled of their money and stripped of all remedy to recover from the despoiler. The only justification the railroads can offer for exacting, in the first instance, these excessive charges is that they acted under the color of an erroneous decree, a decree which, in the language of the courts, has become "mere waste paper," and that "every right and interest springing out of it shares its fate and falls with it"; a decree which "is regarded as if it never existed," and when reversed "if any right ever existed under it that right ceased to exist," and after the reversal the road holds "the position of a party who has in his possession the property of another without the color of right to retain it," and even if it be conceded that it had a right when possession was acquired "it has, by the reversal, forever lost it" and "the law presumes it engaged to do what reason and justice required" and it is therefore "under obligation to restore the

money." As so vividly put by Attorney General Barker before the Supreme Court:

If the contention of the railroads is right they can enjoin a rate statute, put up a measly \$10,000.00 bond, take millions of dollars from the people, and then, when the injunction is set aside, go into the court and keep all the money and be liable only for the amount of the bond, then indeed has there been an advancement in the financial world as to how to make money quickly and safely. Then the fictitious adventures of J. Rufus Wallingford will become mere shadows, the famed lamp of Aladdin will flicker and fade into a faint shimmer, the wildest dreams of avarice will become living realizations. We have all heard of the different schemes adopted in times past by "captains of industry" to get money and yet stay within the law, but all such are amateurish when compared with the present plan of the Missouri railroads.

THE ELEVENTH "defense" is fabricated out of the fact that the Missouri statutes provide that when a railroad charges more than the lawful rates and refuses to return the excess, then the shipper has a right to recover three times the amount of the excess. The roads therefore argue that a suit cannot be maintained to recover simply the excess charges, but that suits must be maintained for three times the amount of the excess; then by arguing that the statute mentioned is unconstitutional they reached the tortuous conclusion that no recovery whatever can be had. The mere statement indicates its fallacy, but aside from this, it happens that the "treble damage" statute referred to has repeatedly been held to be valid, so that this is no longer open to attack. Certainly simply because the railroads may hesitate to return triple the amount of the excess is no reason for their keeping the shippers' money which they unlawfully collected.

Very few of the suits filed to date demand triple refund, but if the railroads persist in their attempt to avoid restoration it would not be surprising if many of the claimants demanded triple refund, in which event the railroads would have no one to blame but themselves.

THE TWELFTH "DEFENSE" that the 1905 statute was repealed is definitely disposed of by the repealing statute itself, which specifically provides that the repeal will not relieve any railroad company from liability and penalty previously incurred, and this particular point has already been ruled upon to that same effect by the Supreme Court of the United States.

In fact, all of the so-called "defenses" have been absolutely wiped out by the recent decision of the United States Court of Appeals in the Love-Frisco case, decided Dec. 4, 1915. In that case the court said:

"The question now might be properly asked, To whom do the excess rates received by the Frisco Company belong? They certainly do not belong to the general creditors of the Frisco, nor to the bondholders, nor to the Frisco Company itself. Without question they belong to the shippers. We must not be deceived as to the true status of this claim, nor allow the bond to blind us to the fact that the claim is one due the shippers for excessive charges paid by them to the Frisco Company for transportation of freight. The shippers not only paid the lawful charge, but they did more. They paid an excessive charge. That payment was an excessive exaction, and the money belonged to the shippers after the payment the same as before. Surely a court of equity could do nothing but direct that it be returned to the shipper to whom it belonged. The railroad got this money into its treasury by superseding rates which were fixed by authority of the State. When those rates were sustained the carrier was bound to restore its excessive exactions. This was a duty not only to the shipper: it was a public duty owing to the State. It is a duty which this Court and the Supreme Court have always been scrupulously careful to safeguard when superseding rates

pending judicial inquiry as to their validity. It is a duty which a court of equity ought to be careful to enforce."

It will be seen, therefore, that neither the constitutionality of the statute, the bond, the statute of limitation, nor any other proposition can be effective as a defense to prevent a shipper from recovering his own money.

FINALLY, it is well to recall that situations similar to the Missouri situation arose in other states, and that the Missouri Rate Acts and the resulting litigation was but one of a set of four, viz.: Arkansas, Minnesota, Missouri and Oklahoma. Stripped of legal verbiage, the four involved substantially the same questions, they were all decided about the same time and on the same grounds, i. e., the right of the state to prescribe reasonable railroad rates. In each injunctions restrained the enforcement of the state-made rates; in each, after years of litigation, the Supreme Court decided against the railroads and dissolved the injunctions; in each the carriers during the pendency of the litigation collected charges in excess of those fixed by the statutes.

Since the conclusion of the cases the carriers have refunded the overcharges collected by them in Minnesota, in Oklahoma and in Arkansas. In Missouri, and in Missouri alone, they refuse to do so.

With what peculiar legal or moral right the railroads think they are vested that they may appropriate to themselves the money of the shippers and passengers of Missouri, while returning it in other states, has not yet been explained.

## Change in Winnipeg Contract Grades.

The contract grades of grain for 1916-17, adopted by the Winnipeg Grain Exchange on Feb. 24, discontinue the premium of 1c per bushel on No. 1 hard wheat over the contract grade. The rule fixing the grades will become effective Oct. 1, 1916, and is as follows:

### WHEAT.

That No. 1 Manitoba northern wheat be the contract grade of wheat for the season of 1916-1917, with the privilege of delivering on contract grades higher grade wheat; with the privilege of delivering No. 2 Manitoba northern wheat on contracts at 3 cents discount under No. 1 Manitoba northern wheat, and with the privilege of delivering No. 3 northern wheat on contracts at 3 cents discount under No. 1 Manitoba northern wheat.

### OATS.

That No. 2 Canada western oats be the contract grade of oats for the season of 1916-1917, with the privilege of delivering on contracts higher grade oats, and with the privilege of delivering on contracts Extra No. 1 feed oats and or No. 3 C.W. oats at a discount in each case of 3 cents per bushel.

### FLAXSEED.

That No. 1 northwestern Canada flaxseed be the contract grade of flaxseed for the season of 1916-1917, with the privilege of delivering on contracts No. 2 C.W. flaxseed at a discount of 3 cents per bushel.

### BARLEY.

That No. 3 Canada western barley be the contract grade of barley for the season of 1916-1917, with the privilege of delivering on contracts higher grade barley, and with the privilege of delivering on contracts No. 4 C.W. barley at a discount of 5 cents per bushel under No. 3 C.W. barley.

THE GRAIN DEALERS JOURNAL gives good advice.—Lawrence Black, mgr., Pollock Grain Co., Elgin, O.

GRAIN BAGS are now quoted at 13c. Burlap in Calcutta is at record-level price, and increases in ocean freight rates will raise the price still higher. Much burlap is received on the Pacific Coast and shipped to eastern manufacturers, because of danger in shipping via the Suez Canal.



## Seeds

CINCINNATI, O.—The Shoemaker Seed Co. has leased a storeroom.

VICTORIA, TEX.—The Hill Grain Co. has added a seed dept. to its grain business.

CLIMAX, MINN., Feb. 26.—Flaxseed averaged 9 bus.—Nels Moe, agt. Crookston Mlg. Co.

HEALY, KAN., Mar. 2.—Millet seed about all bot; some cane seed here still.—Sharp Bros.

APPLETON, MINN., Feb. 26.—Seed corn will be scarce.—L. A. Hagen, agt. Northwestern Elvtr. Co.

THE ANNUAL MEETING of the Iowa Seed Dealers Ass'n will be held June 7 and 8 at Des Moines, Ia.

RUDOLPH OPSAL has sold his interest in the Southwestern Feed Co., Cedar Rapids, Ia., to his partner, E. C. Counsell.

APPLETON, MINN., Mar. 2.—Flaxseed acreage small; average yield 8 bus.—Chas. S. Stilwell, agt. Atlas Elvtr. Co.

URBANA, O.—Wm. J. Knight has started in the seed business. He will specialize in clover, timothy, alsike, alfalfa and blue grass.

THE L. TEWELES SEED Co. of Milwaukee was awarded a medal for a seed exhibit at the Panama International Exposition in San Francisco, Cal.

FAIRBAULT, MINN.—The Farmer Seed & Nursery Co. has purchased the business of the Fairbault Seed Co., and will continue the business under the old name.

THE SEED STOCK of the William Rennie Co. of Toronto, Canada, was damaged to the extent of \$200,000 by fire Feb. 20 in a warehouse, caused by defective electric wiring.

ENCOURAGING the planting of alfalfa by the farmers about Miller, S. D., the commercial club at Miller has purchased two tons of alfalfa seed, which will be sold to the farmers at cost.

WINONA, MINN., Mar. 3.—There is a very heavy demand for seed corn. The timothy trade is low. Clover continues fair, and the demand for other seeds is just beginning.—Winona Seed Co.

THE FRENCH steamer Maroni, which was torpedoed and destroyed by the German raider Moewe while en route to America, carried a larger quantity of seed than any other boat that sailed during the month of February.

SADABILLA SEED, native to Venezuela, which had little export up to a short time before the war, was purchased in great quantities by Germany. The seed has the property of irritating mucous membranes of air passages and causing the eyes to weep, and it now appears that it was used in the manufacture of lachrymosal bombs, which incapacitated enemy soldiery by causing them to weep so copiously they are temporarily blinded.

### Flaxseed Movement in February.

Receipts and shipments of flaxseed at the various markets during February, 1916, compared with February, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Minneapolis	398,800	443,200	37,570	56,030
Duluth	237,533	219,064	18,202	9,622
Winnipeg	196,650	166,100	.....	.....
Milwaukee	48,400	53,240	.....	.....
Chicago	30,000	21,000	1,000	1,000
Kansas City	.....	7,000	.....	6,000

MAXIMUM PRICES on clover seeds of all kinds is strongly urged in German agricultural circles. Prices have reached an extraordinarily high level and a further advance is feared when farmers come on the market in the spring.

PORTIONS of the state of South Dakota have been visited by a certain E. D. Smith who took orders for seed corn guaranteed to be better than 90% fertile, but which never materialized after the money was paid in advance, and postoffice officials are now looking for Mr. Smith.

BLACK-EYED peas which are now shipped into Florida in large quantities can be grown satisfactorily in this state, and at the suggestion of a number of Jacksonville wholesale grocers we are furnishing seed and contracting with farmers to buy their first crop of these peas at a minimum cash price.—Williamson & Dennis, Gainesville, Fla.

MINNEAPOLIS, MINN.—Our business has been better this year than ever before. Demand is good for all field seeds, timothy, clover and corn. We are selling no 1915 seed corn. It is good for feed only, as the average germination is but 45. We are at a loss to know why some seedsmen complain about the condition of business.—Minneapolis Seed Co.

THE "PURE SEED" bill was approved by a vote of 66 to 5 in the lower house of the Kentucky Legislature on March 1. The bill, which was sponsored by Representative L. M. Smith of Mercer county, met with vigorous opposition from members who held it to be unfair to dealers, and favor a substitute now being drawn up by the senate committee.

ALBERT LEA, MINN., Mar. 2.—The clover seed crop is an entire failure, but the acreage planted this year will be about the same notwithstanding the high price of seed. A large increase in alfalfa acreage is anticipated. Very little seed will be carried over from the 1915 crop as the majority of the farmers are cleaning up most of their stock.—Robert H. Black.

NORTHROP, KING & Co. will erect a seed storage plant and laboratory costing \$100,000 at Minneapolis, Minn. It will be built on Fifteenth Ave. N. E. between the Great Northern tracks and Central Ave. The old location of the firm on Hennepin Ave. and First Street will be retained, but the new buildings will take care of the stock now housed in the Security Ware House Co.'s building. The new plant will comprise a four-story main building, 300x100 feet; eight-story wing, 100x100 feet, for receiving and cleaning; two-story wing, 300x70 feet, for corn, and a two-story wing, 160x60, for onion set storage. The total available space provided by the building will be 400,000 square feet. It is the purpose to provide for the handling in one plant of a receiving, sorting, packing and shipping business now being handled in many buildings widely separated. There will also be established the largest laboratory in the west for testing germination of seed and other scientific purposes.

### Clover Seed Movement in February.

Receipts and shipments of clover seed at the various markets during February, 1916, compared with February, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	1,236,000	1,993,000	1,438,000	1,583,000
Milwaukee, lbs.	475,275	944,843	417,898	1,003,432
Toledo, bags	13,644	7,316	7,317	17,371
Cincinnati, sacks	1,581	6,752	8,808	9,213

WICHITA, KAN., received and shipped 2,000 bus. of feterita during February, 1916. Receipts of cane seed during this month last year amounted to 12,000 bus. and shipments amounted to 10,000 bus.

MINNEAPOLIS, MINN., Feb. 29.—Northwestern dent corn will be hard to get this year. Difficulty will also be experienced in obtaining Minnesota No. 13 Longfellow flint corn. Seed corn of 1914 is the only kind being sold at present, and there is a larger quantity of this in sight than seed men anticipated. Those who buy first will get that which tests highest.—Jameison, Havener & Co.

SEED DEALERS are protesting against the passage of two bills, H. R. 270 and H. R. 4793, imposing a tax of 2% on the value of all goods sold direct to the consumer by persons or corporations "conducting a mail order business." Such a federal enactment would be unconstitutional as special or class legislation, and it would be difficult to define "mail order" business without including all business.

Have the farmers a surprise in store for them when they start testing their 1914 seed corn for this year's use? Some seedsmen are of the opinion that it has lost some of its life, and that when tested will fall far below the expected percentage of germination. A traveler reports that in northwestern Iowa he saw 150 samples of 1914 seed corn tested. Only one sample tested as high as 90%.—R. L. M.

DEALERS AT TOLEDO have smaller stocks of clover seed than ever before at this season. Some are long March and praying for delivery soon but may be disappointed until nearer the end of March. February premium attracted the good seed here and it is now scarce elsewhere. Imported seed has partially supplied some of the buyers although most of the quality is much less desirable than our prime. Submarine troubles may check imports. Importers expect small March arrivals from abroad and some are long here, predicting higher prices. Speculation is quiet. Bulls are not aggressive. Shorts are mostly hedgers. When the cash demand arrives they will cover their March and April. Will the longs accommodate them at declining or advancing prices?—C. A. King & Co.

THE GROWING of sweet clover is described in a practical way by the Bokhara Seed Co., Falmouth, Ky., in a 32-page booklet now ready for distribution. A thorough description is provided of each variety, with its origin, methods of distribution, and the climate and soil to which it is best adapted. A chapter is devoted to utilizing sweet clover as a soil improvement crop, while others explain its value as a feed for livestock, hay, bee pasturage or seed. The methods and time of sowing, amount of seed required, inoculation, transplanting and fertilization are also held by the author, E. E. Barton, to be of great importance, and the subjects are explained in terms easily understood by the average grower. Copies of the booklet may be obtained from the Bokhara Seed Co., Falmouth, Ky., price, 10c.

### Timothy Seed Movement in February.

Receipts and shipments of timothy seed at the various markets during February, 1916, compared with February, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	2,203,000	3,087,000	2,326,000	1,877,000
Milwaukee, lbs.	150,000	309,250	146,359	353,193
Toledo, bags	1,830	2,254	1,671	4,749
Cincinnati, sacks	71	3,079	719	3,125



## From the Seed Trade.

MOORHEAD, MINN., Mar. 6.—We do not look for any particular change in acreage of seed crops in this locality. Usual crops of timothy and clover were harvested with yields from timothy lighter than usual. Farmers have been free sellers. Seed corn is in unusual demand and early home grown varieties are in limited supply.—D. D. Simmons Co.

LONDON, ENG., Feb. 21.—There is a good demand for agricultural seeds. All concerned are anxious to get supplies home. The delay in importing seeds increases. The red clover market is steady for choice grades, easy for medium qualities and decidedly lower for brown and low priced seeds. The French and Chilean markets are unchanged. White, alsike and trefoil are unchanged, but lucerne and mustard seed are dearer. Winter tares are steady and grasses firm. Rape seed and thousand headed kale are unchanged.—C. W. Le May & Co.

LAWRENCE, KAN., Mar. 7.—The acreage of clover, timothy, alfalfa and meadow fescue in Kansas is about the same as last year. It is too early to say anything about the outlook for next year's crop, but we think that the meadows have gone through the winter in good shape. Alfalfa seed was a very short crop last season. Stocks are short and we do not believe any will be carried over. Clover and timothy are grown only in a limited way here and seeds will be carried over except perhaps a small amount of meadow fescue. Sudan grass was a large crop last year, but the trade is good and we expect that all will be sold. Crops of millet were rather short. Some cane seed was carried over and the new crop was fair, and there is quite a lot of seed on the market. Some of it, however, is of very poor germination. There is very little alsike and white clover grown in this state. Farmers are taking good hold of the new variety of millet which is being introduced here, known as the White Wonder Millet. It is claimed to be an improvement over the German millet, and makes more hay and seed. Nearly all seeds are now in dealers hands.—The Barteldes Seed Co.

## Imports and Exports of Seeds.

Imports and exports of domestic and re-exports of foreign seeds during December, 1915, compared with December, 1914, and for the 12 months ended Jan. 1, 1916, compared with the corresponding period ended Jan. 1, 1915, as reported by E. E. Pratt, chief, Bureau of Foreign & Domestic Commerce, were in pounds as follows:

	IMPORTS.			
	December, 1914.	December, 1915.	12 mos. ended Jan. 1, 1915.	1916.
Castor bean, bus.	11,964	17,929	928,322	855,315
Flaxseed, bus.	618,610	1,239,874	9,246,530	14,696,623
Red clover	334,427	3,787,846	5,404,756	13,302,105
Other clover	840,138	522,957	19,236,991	10,278,593
Other grasses	1,214,398	694,262	33,164,631	24,980,446
	EXPORTS.			
	December, 1914.	December, 1915.	12 mos. ended Jan. 1, 1915.	1916.
Clover	2,072,772	1,224,722	6,659,971	9,427,258
Timothy	2,780,752	3,347,426	13,688,707	17,543,398
Other grasses	926,384	518,818	4,666,000	3,679,694
Flaxseed, bus.	37	158	23,684	5,064
EXPORTS OF FOREIGN SEEDS.				
Clover	420	121	...	18,052
Other grasses	...	480	85,706	22,722

REP. MURRAY of Oklahoma has introduced a bill for the regulation of the use of the mails by grain, cattle, cotton, fruit, tobacco or stock exchanges and their members. It is aimed at dealings in grain futures and other futures on exchanges.—P.

## Demurrage Increased in West.

Carriers in western territory have persisted in advancing the theory that the prevailing car shortage is due principally to delay in loading and unloading. They have contended, at recent meetings with the National Industrial Traffic League, that if demurrage regulations were placed upon what they term "the California basis," a car shortage would not exist. California demurrage rules provide for the customary free time of 48 hours after which \$3 per day is assessed for the next three days, followed by a charge of \$5 per day until the car is released.

The railroads intimated that such a high per diem for delaying cars would be an incentive to shippers and receivers to release promptly the empty cars, which would immediately be placed in service elsewhere. It was shown by the shippers that after cars are unloaded they are often permitted to remain on the side tracks for many days before an attempt is made to remove them.

At a meeting of the carriers and the League, held at the Blackstone Hotel, Chicago, Mar. 6, it was agreed temporarily to grant the railroads a slight increase in demurrage. The free time of 48 hours is not disturbed and for three days thereafter the charge will be \$1 per day as heretofore. After that, however, the charge will be advanced to \$2 per day. The League offered this compromise merely as a suggestion, but it was quickly accepted by the railroads. It was further agreed that the increase be granted merely as an experiment in the search for relief from the present congestion, and that it will apply for only three months, after which the former basis is automatically restored.

As both sides have signified their satisfaction with this revision all that remains now is the issuing of schedules by the railroads and their acceptance by the Interstate Commerce Commission, in which procedure no hitch is expected.

Reports made within the last week to the Interstate Commerce Commission show that the railroads of the country, in the seven months ending Jan. 31, obtained

a net revenue of \$555,322,889, nearly a fourth greater than the revenue for the same period of 1914-15. It was the understanding last summer that most of these roads would purchase thousands of additional freight cars as soon as the earnings would warrant the expenditure, but this promise to the Commission has evidently been forgotten. Instead the eastern roads have adopted the policy of using cars belonging to the western carriers as their own equipment. Even this system apparently did not provide sufficient storage capacity for the freight now in the east, and on Mar. 1 the eastern roads issued a general order upon the western lines for the prompt return of all eastern cars. This may create a saving for the eastern lines, but it works a hardship on the western shipper.

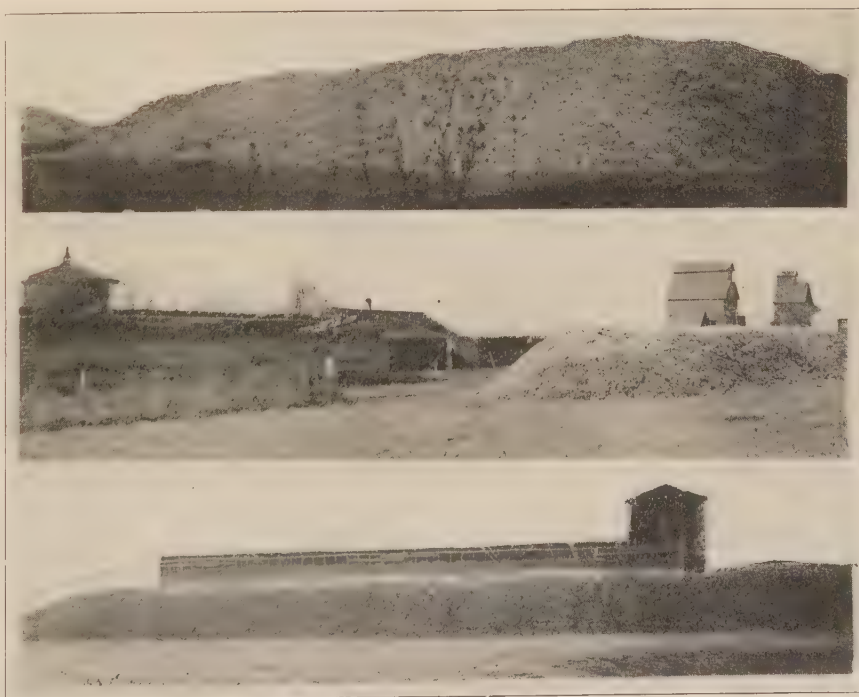
If the trunk lines would build a few modern depots at their Atlantic terminals for promptly unloading and storing grain it would not be necessary for them to use many thousand cars for warehousing grain and they would greatly increase the earning power of their cars.

## Kansas Corn Dumped in Open.

*Grain Dealers Journal*: The little town of Lenora, Kan., has never realized its importance as a corn shipping point until this season, when scarcity of railroad cars created an accumulation of ear corn which filled every available crib. Arrivals by wagon continued, and within a short time 42,000 bus. were piled in the open adjacent to cribs and elevators.

The engravings herewith reproduced show a pile of 15,000 bus. at the elevator of the Baker-Crowell Grain Co., and a similar pile of J. M. Decker, both at Lenora. On Feb. 26 it was possible to obtain a few cars and 15,000 bushels were shipped in one trainload.

As soon as cars are promised the shellers are set in motion and the grain is ready for loading when the cars are placed. A slight improvement in the car supply would soon wipe out these piles and the dealers are hoping this will occur before the arrival of warm or wet weather.—E. J. S.



Corn Dumped in the Open at Lenora, Kan.



## Feedstuffs

GRAIN BINS at the new feed plant of the Faramel Mfg. Co., Buffalo, N. Y., will be enlarged and altered at a cost of \$3,800.

A SEVEN-STORY addition to its new mill for the storage of sacked feeds and alfalfa meal will be erected by the J. J. Badenoch Co. of Chicago.

THE CENTRAL KENTUCKY Millers Ass'n at its annual conference in Lexington recently expressed opposition to the bill introduced in the legislature proposing the control of the sale of manufactured feeding stuffs be transferred from the Kentucky experiment station to the state dept of agriculture. The bill now before congress proposing a new mixed flour law also is in disfavor with the millers of Kentucky.

MEMPHIS GRAIN DEALERS have been advised by C. B. Stafford, commissioner of the grain and hay freight traffic bureau of the Merchants' Exchange that alfalfa meal, any quantity, takes the same rate as hay, carloads. This is due to the fact that certain commodity rates are in effect on grain, grain products and food. According to Mr. Stafford, the Illinois Central, in the next supplement to southeastern commodity tariff No. 3, will include alfalfa meal at the same rates as grain and grain products, which will cause a reduction of 5c to Georgia points.

L. E. SLICK & Co. of Bloomington, Ill., have acquired control of the Hungarian Roller Mill and a company has been organized with a capitalization of \$125,000, composed of L. E. Slick, H. P. Groves of Omaha, and several business men of Bloomington. It is planned to manufacture various kinds of stock foods from all the grains, as well as allied products. The mill is to be remodeled at an expense of about \$35,000, and when complete the food will be mixed at the rate of about fifteen carloads daily. A grain transfer station will also be established in connection, and will have a capacity of 35 to 40 cars per day.

A CONSOLIDATION of the Edwards & Loomis Co. with the Hales Elevator Co. has been arranged to form a new organization to be known as the Hales & Edwards Co. with offices in Chicago, Ill. The new company will have greatly enlarged facilities, having the new 1,000,000-bu. elevator at Chicago of the Hales Elevator Co. and also the plant of the Kasota Elevator Co. at Minneapolis, and will be in a position to do a general shipping business, as well as continue the manufacture of the lines of feed heretofore put on the market by the Edwards & Loomis Co. The officers of the new company are G. W. Hales, pres.; S. T. Edwards, vice pres.; C. W. Hohenadel, sec'y, and G. M. Merchant, treas. E. J. Loomis will have charge of the present manufactured feed plant as in the past, and will be a director in the new company.

ALFALFA MEAL may become an export to Ireland, as the opportunity for its introduction in the Cork region is believed to be excellent. Consul Wesley Frost, Queenstown, Ireland, says, "This is a vast stock-feeding region, and imports more than \$20,000,000 worth of maize from Argentina even in time of peace. At present prices the imports will be infinitely higher in value as rough maize meal for feeding (the staple thruout the south of

Ireland) is now selling wholesale (jobbing price) at approximately \$70 per ton; and in 1913 there were imported 744,000 tons. It is said that the freights from the Argentine have increased in greater proportion than those from the United States. Alfalfa meal is said to be an absolute novelty here. Samples should be sent to a number of dealers, with literature and quotations for Liverpool or Cork delivery. Success might be slow, but ought to be exceedingly well worth working for."

A FINE of \$10 and costs on a shipment of a quantity of Excello Horse Feed from Missouri to Kansas was imposed on the Excello Feed Milling Co., St. Joseph, Mo., misbranding being alleged for the reason that the statement "Guaranteed Analysis; protein not less than 11.51%, fat not less than 4.10%," was false, as chemical analyses showed only 9.32% protein and 1.92% of fat. D. H. Grandin Milling Co., Jamestown, N. Y., was fined \$25 and costs on a shipment of "Grandin's Stock Food" from New York to Maine, which was found by analysis to contain 1.91% of ether extract, 13.84% crude fiber and 6.69% of protein, while same was labeled to contain 3.50% fat, 10% fiber and 8.50% protein. Chemical analysis of a sample of cottonseed meal and cottonseed cake, shipped by the Apache Cotton Oil & Mfg. Co., Chickasha, Okla., into Kansas showed 14.49% crude fiber, 7.05% ammonia and 36.25% protein used in the meal, and 13.40% crude fiber, 7.43% ammonia and 38.19% protein used in the cake, whereas the meal was guaranteed by the manufacturer to contain crude fiber 9%, crude fat 7½% and crude protein 41%, while the cake was purported to have 41% protein, 7½ to 8½% ammonia and 6 or 7% oil fat. The fine imposed was \$50. "Imperial Feed" shipped from Tennessee to South Carolina by the Newport Mill Co., London, Tenn., was condemned and ordered sold by a United States marshal, having been found to contain less protein and fat than stated on labels.

## Feedstuffs Movement in February.

Receipts and shipments of feeding stuffs at the various markets during February, 1916, compared with February, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	500,093,000	40,004,000	25,927,000	76,059,000
St. Louis, sacks	131,840	118,210	100,370	82,260
Milwaukee, tons	9,943	17,400	24,072	20,940
Minneapolis, tons	6,318	7,367	56,835	58,718
San Francisco, tons	1,121	1,029	.....	.....

## Exports of Feeding Stuffs.

Exports of feeding stuffs during December, 1915, compared with December, 1914, and during the 12 months ended Jan. 1, 1916, compared with the corresponding period ended Jan. 1, 1915, according to the report of the United States Bureau of Foreign and Domestic Commerce, were, in tons, as follows:

	December.		12 mos. ended	
	1914.	1915.	1915.	Jan. 1, 1916.
Bran and middlings	1,438	1,022	5,198	18,444
Dr. grns. and mlt. sprts.	65	344	20,228	2,220
Mill feeds	3,870	2,828	44,901	19,392
OIL CAKE AND OIL CAKE MEAL (Lbs.).				
Corn	1,386,159	2,915,270	49,059,525	31,137,289
Cottonseed meal	47,486,135	8,197,070	151,684,173	165,710,192
Linseed or flax-seed	69,028,203	51,940,118	509,415,386	606,356,587
All others	140,200	6,692,840	11,211,008	17,771,393

## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

III. Cent. in Sup. 4 to 7679-F quotes rates on grain, dried, milled, shelled, cleaned or stored at its stations in Ill. and Ind., effective Mar. 13.

E. B. Boyd, Agt., in Circular No. 1-M, gives rules, regulations and exceptions to classifications in connection with Western Trunk Lines, effective Apr. 10, 1916.

M. & St. L. in Sup. 14 to 1584-B names rules governing milling, cleaning, shelling, mixing and blending in transit of grain and seeds at its stations, effective Mar. 1.

C. R. I. & P. Sup. No. 11 to 11573-B is a freight tariff of local and joint rates on classes and commodities between points on the Rock Island lines, effective Apr. 12.

B. & O. in 14329 quotes a rate of 6.80c on wheat, 6.30c on rye, 5.50c on barley and shelled corn, and 3.95c on oats from West Fairport, O.; to Philadelphia, Pa., effective Mar. 11.

C. B. & Q. Sup. No. 56 to 1800-B and 895-H is a local, joint and proportional freight tariff on grain, grain products, broom corn and seeds in carloads, effective Mar. 25, 1916.

C. R. I. & P. Sup. No. 23 to 29329-A gives local, joint and proportional rates on grain, grain products and seeds, carloads, between points on the Rock Island lines, effective Apr. 13.

C. & G. W. in Sup. No. 27 to 28-B gives rules and regulations governing milling in transit of grain and seeds, carloads, at points on C. & G. W. and connecting roads, effective April 8, 1916.

C. & A. in Sup. No. 39 to 2-C shows switching and other terminal charges; also rules governing absorption of switching, drayage and transfer charges applying at stations on the C. & A. lines.

III. Cent. in Sup. 8 to 1809-H quotes rates on grain and grain products from its stations in Ill. and Ind. and Dubuque, Ia.; to points in Canada, New England and eastern cities, effective Mar. 20.

K. C. Sou. in Sup. 12 to 1-E quotes rates on grain, grain products and seeds between Kansas City, Mo.-Kan., and points on the Missouri River; and its stations and stations on connecting lines, effective Mar. 15.

C. & G. W. Ry., Sup. No. 45 to No. 14854 quotes local, joint and proportional freight rates applying on grain products in carloads from Minneapolis and St. Paul to stations on the C. & G. W., effective Apr. 8, 1916.

C. I. & L. has issued Suspension Notice, postponing the effective date of tariffs or supplements on Indiana state traffic, having origin and destination within the state, and not affecting interstate traffic, until July 1, 1916.

C. B. & Q., in Sup. No. 33 to 4000-B and 1244-A, quotes local, joint and proportional rates on grain, grain products and seeds and articles taking same rates, between points on the Burlington lines, effective Apr. 10, 1916.

C. R. I. & P. quotes an export rate of 30.7c on wheat and corn from Bascom, Canadian, Atarque, Medio, Cabeza, Solana, Abbott, Taylor, Mosquero, Mills, Roy, French, Lloyd, Dawson and Colfax, N. M.; to Galveston and Texas City, effective Apr. 3.

III. Cent. quotes an export rate of 22.2c on wheat and 21.2c on corn and oats from East St. Louis, Ill., and St. Louis, Mo.; to Key West, Fla. (when for export to Cuba); also a rate of 12.2c on wheat and 11.2c on corn, rye and barley from same points; to New Orleans, La. (when for export to foreign countries), effective Apr. 1.



**C. & A.** in Sup. No. 1 to No. 1602-D gives rates on grain and grain products, carloads, from Kansas City and St. Joseph, Mo., to stations on the C. & A. Ry. and connections, effective Apr. 1, 1916.

**C. B. & Q.** Sup. No. 17 to 1346-D is a local, joint and proportional freight tariff on grain and grain products in carloads between Chicago and Peoria, Ill., and stations on the Burlington lines in Ill., taking effect Apr. 1, 1916.

**C. & G. W.**, Sup. No. 21 to 97-B quotes local, joint and proportional freight rates applying on grain, grain products and seeds, carloads, between Minneapolis and St. Paul and points on C. & G. W. lines, effective Apr. 8, 1916.

**C. B. & Q.** Sup. 68 to 3200-B and 1240-A gives local, joint and proportional freight rates on grain, grain products, etc., between Missouri River points and stations in the northwest on the Burlington, effective Mar. 25, 1916.

**C. & A.** in Sup. 2 to No. 1596-C gives joint and proportional rates applying on grain and grain products, carloads, from stations in Illinois on the C. & A., C. & I. M. and C. & N. W. railroads to points in the south, and to gulf ports for export, effective Mar. 25, 1916.

**Soo**, in Sup. 2 to 1642-C names rules and regulations governing reshipping rates on grain and grain products when destined to New Albany, Ind., and Louisville, Ky., and subsequently reshipped to points in the southeastern and Carolina territory and to stations in Tenn. and Ky., effective Mar. 20.

**Soo** quotes an export rate of 30.2c on bran, feed and grain screenings and 31.2c on malt, from Minneapolis, Duluth, St. Paul, Minn., Superior, New Richmond, Chippewa Falls, and Eau Claire, Wis.; to Key West, Fla., effective Apr. 1. (Rate on malt not applicable from Duluth, Minn., or Superior, Wis.)

**C. & A.** Sup. No. 1 to No. 1651-C covers joint freight rates on grain and grain products, carloads, from stations in Illinois on the C. & A. and C. & I. M. railroads; also St. Louis and Louisiana, Mo., to Milwaukee and Racine, Wis., and N. Chicago and Waukegan, Ill., effective Apr. 6, 1916.

**C. B. & Q.** in 11632-B quotes proportional rates on wheat, corn, oats, rye and barley from Council Bluffs, Ia., and Omaha, Neb., and also on products when manufactured at these cities from ingredients originating beyond; to stations on the A. T. & S. F. in Ia. and Mo., effective Mar. 12.

**Mo. Pac.** in Sup. 28 to 682-B quotes rates on grain and grain products from stations in Ill. and Mo., also Memphis, Tenn., and stations taking same rate; to stations on the St. L. I. M. & S. and connecting lines in Ark., Butler County R. R. stations in Ark. and Mo., and points in La. and Okla.; also rates on seeds from stations in Ill. and St. Louis, Mo.; to Texarkana, Ark., effective Mar. 19.

**Pere Marquette** quotes an export rate of 14.7c on wheat in car lots, for milling in transit at stations directly intermediate on this road, when for export from Sarnia, Ont.; to Baltimore, Md., Boston, Mass., New York, N. Y., and Philadelphia, Pa.; also a rate of 12.2c for milling in transit at Blenheim, Ont., when for export from Pt. Stanley, Ont.; to same points, effective Mar. 2.

**Bulletin No. 361** of the Transportation Dep't of Chicago Board of Trade states that, effective March 31, 1916, the rate on barley (whole) in carloads, minimum carload weight 80,000 lbs., from California to Chicago, will be 50c per 100 lbs., this rate to apply from Pacific Coast generally (subject to arbitrators over from certain branch line points) to Chicago, Missouri River, St. Louis and Minneapolis. Through rates to points east of Chicago have been cancelled, so as to leave available the lower basis of combination of rates.

## J. B. Ward Dies.

The death of J. B. Ward, Gardner, Kan., on Feb. 23, removed from the grain trade of the west one of its most widely informed members. He was quiet and unassuming, but a deep thinker and reader, with the result that his advice was always eagerly sought.

Mr. Ward, of whom a recent photograph is reproduced herewith, was born at Middletown, O., in 1838. At the age of 22 he was among the thousands who rushed to California at the mention of gold. When the excitement subsided he moved to Colorado, remaining there until the outbreak of the Civil War. He joined the cavalry of his state, and served the full four years, being honorably discharged in 1865.

Ten years later he entered the grain trade at Gardner, Kan., and for 33 years operated as J. B. Ward. In that time he made a great many friends among the farmers, dealers and terminal market receivers. He was charitable almost to a fault, and his many acts to alleviate the suffering of those less fortunate than he will be long remembered.

In 1908, or when Mr. Ward was 70 years old, he took in as a partner D. W. Mowrey, and the business has since been conducted under the firm name of Ward & Mowrey.

The funeral was held Feb. 25 and was attended by many members of the grain trade, together with Mr. Ward's remaining comrades of the G. A. R. All of the many lodges with which he had affiliated adopted resolutions deploring the death of one so generally honored and respected, and the grain trade mourns with the others the loss of a most valuable associate.

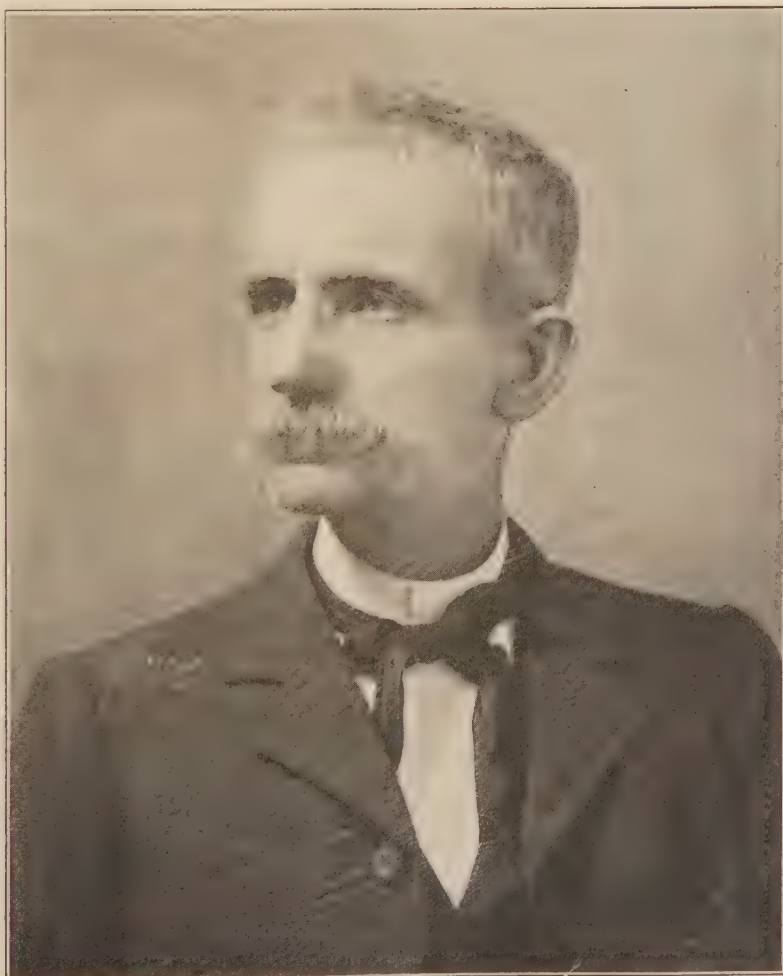
## Resolution Protects Shippers.

The Board of Directors of the Minneapolis Chamber of Commerce on Oct. 8, 1912, adopted a resolution known as Circular 405, to protect farmers and other grain shippers from paying more than a reasonable amount to market their grain thru Exchange members. In a circular of recent date the Chamber of Commerce calls attention to the fact that some members have been induced to purchase grain outside of the Exchange at prices so low that it can be sold on the Minneapolis Exchange at unreasonable profits to the member. The farmers or other country shippers, the circular contends, can not know or ascertain the real truth of how these shipments are handled, and for this reason the Board of Directors has adopted the following resolution:

**Be It Resolved**, That no member of this Ass'n, either as owner or commission merchant, or at all, shall hereafter sell any grain in the Exchange Room of the Chamber of Commerce of Minneapolis, which such member knows, or has reason to believe, was originally consigned to any one either as commission merchant or otherwise, from either farmers or country shippers as the result of any of the fraudulent or wrongful practices or methods described in said Resolution of Oct. 8, 1912, or herein.

**Be It Further Resolved**, That it is the opinion of the Board of Directors of this Ass'n that the making of either profits or commissions which directly or indirectly result from deception practiced upon shippers in the marketing of their grain cannot be too strongly condemned, at all times, by all people, and in all places.

I HAVE BEEN a patron of the Grain Dealers Journal for 15 years and have always enjoyed reading it.—W. Z. Sharp, Sioux Falls, S. D.



J. B. Ward, Gardner, Kan., Deceased.



## Grain Carriers

THE RUTLAND line and Michigan Central have placed an embargo on grain.

THE C. & N. W. RY. contemplates the purchase of 77 new large type locomotives.

THE NATIONAL INDUSTRIAL Traffic League will hold its spring meeting at the Hotel Belvedere, Baltimore, Md., Apr. 6 and 7.

THE NEW YORK CENTRAL has ordered 150 new switching locomotives and in addition will build about 10 or 20 for the C. C. C. & St. L.

J. C. SHAFFER & Co. of Chicago has filed a complaint with the Interstate Commerce Commission against rates and weight provisions on grain going to Canada.—P.

HEARINGS on grain transit rules I. C. C. 4848 and 4849, beginning Mar. 17, will be held by the Commerce Commission, beginning Mar. 17. Buffalo is especially interested in these cases.

THE GREAT LAKES STEAMSHIP Co. has contracted part of the capacity of its twenty-one freight steamers to the United States Steel Corporation for six years for the transportation of ore.

THE TOTAL foreign-built vessels admitted to American registry from July 1, 1915, to Feb. 19, 1916, was 27 of 69,667 gross tons. Grand total Feb. 19, 1916, is 175 vessels, 593,046 gross tons.

THE INTERSTATE COMMERCE COMMISSION has denied the application of the C. M. & C. railroad to continue rates on grain from Andres, Ill., without observing the long and short haul provision.—P.

SUIT AGAINST the Chicago & Alton Ry. has been brot by the Henry J. Masters & Co. of Carlinville, Ill., to recover damages for a shortage of 300 bus. in a car of corn shipped from Bloomington to Carlinville.

EMBARGO against shipments of white clipped oats to Newport News via the Chesapeake and Ohio Ry. has been modified, and all oats billed for export loaded up to and including Friday, March 10, will be accepted.

METHODS OF SETTLING overages and shortages for the 1916 season of navigation will be considered at a meeting of the Board of Grain Commissioners to be held in the Board of Trade building, Montreal, Can., on Mar. 23.

THE FARMERS GRAIN Co. at Flanagan, Ill., is unable to take in any more grain on account of the inability of the Illinois Central to furnish cars, and in consequence the farmers in that vicinity have had to stop shelling corn.

THE POMERENE bill relating to Bs/L, which has been pending for three years before interstate commerce com'tes, has been favorably reported by the Senate Committee on Interstate Commerce, thru Senator Pomerene of Ohio, a member of the com'te.

A NEW BASIS of charges for reweighing has been fixed by the Interstate Commerce Commission in a decision rendered in the complaint of the Detroit Coal Exchange against the Michigan Central. The commission held that the charge should not exceed 75% of the industrial switching rate where reweighing was done after a car had been placed for unloading.

THE PEAVEY STEAMSHIP Co., an auxiliary of F. H. Peavey & Co., Minneapolis, Minn., has sold its fleet of four grain-carrying lake steamers to Chicago interests. This means Peavey & Co.'s complete retirement from the transportation field.

THE APPEAL of the Nashville Grain Exchange from the order of the Interstate Commerce Commission, holding that there is no river competition at Nashville as a basis for rate-making, was heard Feb. 25 in the federal court before three judges, at New Orleans.

A PROPOSED INCREASE from 40,000 lbs. to 50,000 lbs. in the minimum carload weights of wheat and rye and an increase from 30,000 to 40,000 in the minimum carload weight on grain products in western classification territory was found justified Mar. 9 by the Interstate Commerce Commission.

REHEARING of the proposal of eastern railroads to establish slightly increased rates on grain and grain products from points in the middle west to Atlantic coast ports was granted recently by the Interstate Commerce Commission. The proposed increases were disapproved last December.

THE NATIONAL INDUSTRIAL Traffic League has asked the Sec'y of the Treasury and the Sec'y of Commerce to postpone the effective date of the new requirements of shippers' export declarations, owing to congestion in the east affecting shipments sent forward during October, November and December.

THE BOATS now at Fort William, Can., and other ports will probably start along about April 25 to May 5. They got away last season about May 3. Altho the weather is cold yet, and there is plenty of ice, the engineers of the Canada Steamship Co. have been ordered to report for duty aboard boats Mar. 15.

AUTHORITY to establish rates on wheat, corn, flaxseed, millet seed, broomcorn, hay and articles taking the same rates from Kansas City, Mo., to points on the Joplin & Pittsburg Ry. in disregard of the long and short haul clause was applied for by the Kansas City Southern Ry., but the application denied by the Interstate Commerce Commission.

THE EMBARGO on wheat in Nebraska has been lifted by the Burlington road following an investigation of the shortage of cars by the railway commission, which has issued an order to have 75 box cars daily returned from the east to delivering roads in the state, and it is estimated that 1,500 to 2,000 cars will soon be returned to the western carriers.

THE RAILROAD companies are said to contemplate transfer of rate regulation from the several states to the Interstate Commerce Commission, which is to be enlarged and divided into administrative and judicial branches. One plan is to apply for federal charters for the railroads; and another is to nullify the law which gives the Commission power to suspend proposed increases in rates.

THE INTERSTATE COMMERCE COMMISSION has decided to reopen for further hearing I. & S. Docket 623 in reference to export grain rates, involving increases of 3c per 100 lbs. on grain and of 2c on grain products to Atlantic seaboard, which were first suspended by the commission in April of last year, resuspended in June, heard again in July in Chicago, and in Washington in October, and was finally decided adversely to the carriers in December.

THE INTERSTATE COMMERCE COMMISSION has scheduled for hearing at Minneapolis on Mar. 24 before Examiner Gerry the case of the Farmers Grain & Milling Co. v. the Great Northern.—P.

BRIEF has been filed by the A. T. & S. Fe Railroad in reply to the complaint of A. B. Crouch Grain Co., defending the deduction from claims of one eighth per cent on wheat and one-fourth per cent on corn for natural shrinkage in transit. It has also filed a brief in reply to the complaint of the Kansas City Millers Club as to minimum weights on grain.—P.

OBSERVANCE of ROUTING orders by railroads will be looked into by the Railroad Commission at a hearing set for Mar. 14, in Austin, Tex., when the complaint of hay and grain shippers on the Amarillo division of the Rock Island, especially Shamrock, Groom and McClean will be heard. The complainants allege that routing over different roads costs them from 2 to 4c per bu. extra.

AN ESTIMATE that 204,000 bus. of wheat were piled on the ground awaiting freight cars for shipment on the El Paso division of the Rock Island between Herington, Kan., and Tucumcari, N. M., was made by the freight agent at Hutchinson, Kan., who said the elevators along the line were all full, and it would probably be several months before the road could adequately handle all the grain offered it for shipment.

THE INTERSTATE COMMERCE COMMISSION has denied the application of the Northern Pacific Ry. and connecting carriers, to make a rate of 24½c per 100 lbs. on wheat in car lots from Linton, N. D., to Chicago and rate points, without observing the long and short clause of the interstate commerce law. This application was made under section four of the law, and would cover shipments to Chicago or points having the Chicago rate, on shipments from the point in North Dakota.

THE RATE for loading transatlantic steamers with bagged grain was the subject of controversy in Portland, Me., recently between the steamship owners and their employees, resulting in a walkout of 350 longshoremen. They demanded 60c per hour, the same as received when handling bulk grain, whereas the officials argued that the grain in bags was package goods, for which the rate is only 35c per hour. The demands of the strikers were granted, and work has been resumed.

CONGESTION on the Canadian Northern will be relieved by a measure of the railway commission which insists on increased equipment, and that the grain be carried to the nearest elevator, where it will be handed over to one of the other transcontinental lines for shipment to destination. There are 48,000,000 bus. of wheat along the C. N. R. lines in the west. This division of traffic originating on the C. N. R. with another road will not increase the freight rate to the farmer. The commission will allot the amount earned to each road.

THE DEMURRAGE LAW passed 3 years ago by the Wisconsin state legislature, which provided that a shipper should be entitled to as much additional time in unloading freight as the railroad company consumed in excess of 75 miles a day in transporting the freight from the shipping point to destination, was recently declared unconstitutional in a circuit court decision in the case of the Milwaukee and Northwestern roads against the



Rock County Sugar Co., of Janesville, which decision has been affirmed by the Supreme Court of Wisconsin.

THE PROPOSED REDUCTION of free time on articles stored awaiting delivery at New York railway terminals from 10 days to 5 days has been canceled. The railroads serving New York have formally given notice that the old tariff rules will be continued. These provide for 10 days' free time, a charge of 1c per 100 lbs. for the next 10 days and a charge of ½c per 100 lbs. for each 10 days or fraction thereof thereupon succeeding. The investigation of the matter planned by the Interstate Commerce Commission will not be conducted on account of this action of the roads.

RESTITUTION of overcharges due shippers on shipments made from 1905 to 1913 under the decision of the United States Supreme Court in the Missouri rate case is being sought by shippers represented by B. G. Dahlberg and Watson & Abernathy of St. Paul, Minn.; Alden Latham & Young of Chicago; E. T. & C. B. Allen and Campbell Cummings of St. Louis, and F. W. Paschall of St. Joseph. In the receivership proceedings of the Missouri-Pacific and the Rock Island Mr. Dahlberg has intervened to protect the shippers' rights to over \$1,000,000, asserting on behalf of 529 shippers that their claims come before bonds, mortgages and other indebtedness.

THE BIRMINGHAM Grain Dealers Exchange has petitioned the Interstate Commerce Commission to order the Southern Ry. and Northern Alabama Ry. to reduce rates on grain from Sheffield and other Tennessee river landings to Birmingham, on the ground that the rates are much higher than similar rates for greater distances in other parts of the south. It is claimed that at the present time grain shipped from the west to the southeast centers largely in Tennessee because of the freight rates. Birmingham wants to take advantage of the low grain rates on the Ohio and Tennessee rivers, by getting what are said to be favorable freight rates from Sheffield to Birmingham.

THE CAR SHORTAGE on the western railroads was discussed at a meeting of the car service commission of the American Ass'n recently held in New York, when the larger railroads east of Chicago agreed to deliver to western roads 20% more box cars than are received from these roads. A car service commission of the American Railway Ass'n will inaugurate a check-up system to determine whether or not the plan is being carried out by all the eastern roads. The executive com'tee is authorized to impose fines upon railroads violating its car service rules, and all possible assistance is to be given in order to relieve the present congested situation arising from lack of cars in the west and southwest.

REPARATION ORDERS have been issued recently by the Interstate Commerce Commission from Louisville, Henderson & St. Louis Railroad to Dewey Bros. Co., \$10.50 refund and waive collection of \$7 on account of unreasonable charges on a car of distillers' dried grain from Stanley, Ky., to Kent, O., Feb. 5, 1914; C. B. & Q. to J. C. Hubinger Bros. Co., \$4.21 on account of unreasonable rate on a car of starch from Keokuk, Ia., to Bay City, Mich., and one car of corn from Pekin, Ia., to Keokuk, Ia.; C. & N. W. Ry. to Flanley Grain Co., \$442.09, on account of unreasonable rates on various shipments of bulk corn from points in Iowa and South Dakota to St. Joseph, Mo., Jan. 6, 1914, to Feb. 11, 1914.—P.

LOWER RATES to New Orleans from the wheatfields of Oklahoma will be established on the Santa Fe to take effect before May 15 by order of the Interstate Commerce Commission. The rates on wheat are not to exceed by more than 5c per 100 lbs. the rates from the same points to Galveston. The order was issued by the commission upon hearing of a complaint brot by the Oklahoma Grain Dealers Ass'n, the Corporation Commission of Oklahoma and the Oklahoma Millers Ass'n. The Commission held that "the present rates on grain from the Oklahoma stations involved to New Orleans are excessive and unreasonable, and that reasonable rates could not greatly exceed the rates from the same points of origin to Galveston."

DISCRIMINATION AGAINST PEORIA in favor of Chicago is alleged by Peoria Board of Trade men on shipments to Seaboard, who claimed recently before Examiner Burnside of the Interstate Commerce Commission that they are paying at the rate of 2c more per 100 lbs. on goods delivered by the Chicago & Northwestern to trunk lines out of Peoria than Chicago is paying. W. T. Cornelison of T. A. Grier Co. and traffic manager of the Peoria Board of Trade, was the principal witness before the examiner. He stated that the Peoria Board of Trade demanded flat rates in and out of Peoria and Chicago, and that both have the same rate to the American seaboard. J. S. Brown, manager of the transportation dept of the Chicago Board of Trade, protested against the change, stating that if a change were necessary he believed that Chicago should be given the same privilege as Peoria, and should in no way be handicapped.

NOTWITHSTANDING the provisions of the federal constitution that "All legislative powers herein granted shall be vested in a Congress of the United States" (Art. I, Sec. 1), that "the executive power shall be vested in a President of the United States of America" (Art. II, Sec. 1) and "the judicial power of the United States shall be vested in one Supreme Court, and in such inferior courts as the Congress may from time to time ordain and establish" (Art. III, Sec. 1), at the present thru certain legislation and by virtue of judicial decisions, common carriers subject to the act to regulate commerce legislate thru their tariffs or schedules in respect to rates and charges and rules and regulations for interstate trans-

portation; the same agencies perform the executive function of executing and enforcing those mandates which they have promulgated; and the same public utilities perform for a time at least with respect to their publications the judicial duties of decision concerning rates and charges and interpretation and construction of rules and regulations.—John B. Daish, Denver, Colo.

THE RIGHT of a carrier to show on a freight bill on a reconsigned shipment, the original point of origin, when the thru charges are collected at the ultimate destination, is discussed in a report by Commissioner Harlan, who has the following to say: "There may be instances where the charges accruing up to the point of reconsignment on basis of the full local rate are paid by the original consignee. In such cases the ultimate consignee is concerned only with the rate from that point, and there is no reason why the freight bill should disclose any information to him as to the origin or routing of the shipment, except from the reconsigning point to the ultimate destination. When, however, the ultimate consignee is called upon to pay the thru charges from the original point of origin, or a portion of the thru charges based upon the remainder of a joint thru rate, he is entitled to know whether, in making out the freight bill, there has been a proper application of the published rates of the carriers, and of this the ultimate consignee can not be well advised unless the point from which the shipment first started, as well as the route of the movement, are shown upon the freight bill."

I READ the Grain Dealers Journal thoroughly. It has given me many good views on different subjects.—R. G. Born, Chicago, Ill.

THE BULLISH FACTORS are the poor outlook in this country and Europe for the winter wheat and the very small acreage universally, the known heavy needs of Europe and the paramount certainty that America is the only country that can supply these needs without delay. Whenever the price of July wheat gets as low as it did last week, it is on more of an investment than a speculative basis, particularly in times of war. We are consistently advising our friends that we believe the July wheat to be a purchase on breaks and are looking for it to sell at a premium over the May.—W. H. Perrine & Co.



At Appleton, Minn., all the Cribs are Full and More Coming.



# Grain Trade News

## ARKANSAS

Danville, Ark.—We are building a lumber plant only and not one for grain as was recently reported.—Union Lumber & Grain Co.

## CANADA

Brantford, Ont.—A. E. Stanley, retired grain merchant, died of pneumonia Feb. 22.

Gadsby, Alta.—The Gadsby Farmers Elvtr. Co. has been incorporated with a capital stock of \$20,000.

Calgary, Alta.—A board of appeals for western grain men is being urged. They ask that it be composed of farmers of the west, each province to be represented according to the population in agriculture.

Calgary, Alta.—We anticipate building but not from 20 to 30 elvtrs. in the Province of Alberta as was recently reported. We are not in a position to state what our building program will be until after Apr. 1.—E. J. Freans, sec'y-treas. Alberta Farmers Co-operative Elvtr. Co., Ltd.

Ft. William, Ont.—In order to give immediate assistance to farmers and others who have grain exposed to the weather, the board of grain commissioners for Canada ordered a 15-day embargo beginning at 12 o'clock noon Feb. 24 and ending at that hour Mar. 10, on the loading of all cars of grain to this point or Pt. Arthur from points west of Saskatoon and Moose Jaw, excluding the line from Weyburn to Govanlock. In such embargoed territory, grain cars are to be loaded for interior terminal elvtrs. at Moose Jaw, Saskatoon, Calgary and all points west of Kenora inclusive.

Calgary, Alta.—To assist in the storage of grain at the government elvtrs. here and at Ft. William, the Canadian Pacific Ry. will charge 1c per 100 lbs. for the indirect haul to Ft. William via Calgary from Staveland and stations north on the McLeod division, and on the Aldersyde branch from Kirkaldy north, with a maximum charge of 2c per 100 lbs. from stations south of Staveland and Kirkaldy. These rates will be effective until May 1. During this period the Board of Grain Commissioners of Canada has announced that free storage will be given at this point, to supply space for unsheltered grain in this section.

Ft. William, Ont.—Fire on Mar. 6 completely destroyed Elvtr. "H," owned by the Grain Growers Grain Co., and the 30,000 bus. of wheat it contained. Soldiers guarding the elvtr. gave the alarm when flames and smoke were first noticed in the basement, but 5 minutes afterwards the whole interior was ablaze, and all the efforts of the firemen could do no more than prevent the spread of the blaze to other buildings in the warehouse district round about. The loss will total \$50,000. The fire is thought to have started in the engine room. The building was one of the older elvtrs. in Ft. William. It was a hospital and cleaning house which was originally opened by Davidson & Smith until the latter sold out to the Grain Growers Grain Co.—R.

## WINNIPEG LETTER.

The Grain Growers Grain Co., of Manitoba, the Co-operative Elvtr. Co., of Saskatchewan, and the United Farmers, of Alberta, are discussing plans for merging.

James T. Hickman will have charge of a branch office here for the R. B. McLean Co., of Saskatoon. He was formerly a member of the Board of Trade at Duluth, Minn.

An order has been issued giving the 6,000,000 bus. of grain, which is lying in the

open in southern Alberta and Saskatchewan, the preference and overruling the car order book. This order is the result of a conference between the grain commission and the railroad companies.

The Dominion government has expended \$7,550,000 upon grain elvtrs. during the past year, to facilitate the movement of grain to the ports of Canada. A large portion of this amount has been spent with reference to the grain movement via the Pacific coast and the Panama canal. The total expenditure at Vancouver, B. C., was approximately \$3,000,000, of which \$800,000 was for elvtr. construction, \$1,400,000 for dock, \$600,000 for site and \$200,000 for tracks, belt, galleries, etc. At Calgary, Alta., the elvtr. cost \$825,000 and the one at Moose Jaw, Sask., cost \$1,200,000 while the elvtrs. at Ft. William, Ont., and Saskatoon, Sask., each cost \$1,400,000.

The Board of Grain Commissioners on Mar. 6, with reference to the ticket, "Subject to Grade and Dockage," in view of the application of the Saskatchewan Co-operative Elvtr. Co., prepared to suspend the use of this ticket from May 1 to the end of the present year, Aug. 31, and during that time they would be prepared to receive applications for the renewal of the ticket; such applications must be accompanied by reason for the application. Dr. Magill stated in effect that the board was not condemning the ticket, but in view of the fact that it was not included in the Grain Act but was issued under regulations of the board, and in view of the fact that if the department of justice were appealed to the ruling might be that no tickets should be used excepting those provided for in the Act, and that no ticket should be considered legal unless it was added to and became part of the Act, the board thought it well to suspend it. He wished to state frankly, however, that he thought that some of the arguments brot forward by the applicants during the morning would not be brot up again. The board did not admit that the case for the Saskatchewan Co-operative Elvtr. Co. had been finally proved.—R.

The Board of Grain Commissioners at its sitting Mar. 6 maintained the legal maximum of 1½c for elvtr. tariff charges. Any company has the privilege of reducing this to whatever figure it likes, but must make the lowest rate it charges applicable to the whole line of its elvtrs. This decision of the board is to hold good only for the remainder of the grain year. The commissioners decided to suspend the hybrid ticket, and after the end of the grain year applications can be heard from any company desirous of raising objections. In October last the board discussed the matter for the purpose of ascertaining the various elvtr. charges, and at that meeting called upon the various companies to file figures and specific charges. The meeting on Mar. 6 was held for the production of these details. Taking the 3 provinces, about 65% of the elvtrs. were charging less than the maximum allowed by the act. The board therefore ruled that for the balance of the present year, namely, up to Aug. 31, the maximum would remain unchanged, but they would allow any company to charge what they pleased under that figure, or nothing if they liked, but every company charging less than the maximum, or making no charge, must have the same rate, or absence of rate, thruout its entire system of elvtrs. The board would not require the companies to file tariffs with the commission, but on the very first complaint that there was discrimination in tariffs by any company between points on its system, the commission would act at once.

## COLORADO

Grover, Colo.—An addition will be built to the elvtr. at this place.

Hugo, Colo.—The Farmers Union is discussing the erection of an elvtr. here.

Denver, Colo.—We have moved our office to the Cooper Bldg.—T. D. Phelps, pres. Farmers Grain Co.

Denver, Colo.—We will not consider the building of any elvtrs. until we are sure we will have a good crop. If we have lots of wheat we may build several elvtrs.—Jas. A. McSwigan, mgr. Crescent Mill & Elvtr. Co.

Loveland, Colo.—Lee J. Kelim has purchased a site and will start at once the erection of an up-to-date elvtr. and coal chutes. A flour mill will be built later. The erection of elvtrs. and mills at a number of towns in northern Colorado is contemplated by Kelim interests.

## IDAHO

Rigby, Ida.—M. W. Smith, formerly mgr. of the Rigby Mfg. & Elvtr. Co., has been transferred to Idaho Falls.

## ILLINOIS

Flatt, Ill.—Farmers are planning to build an elvtr.

Budd, Ill.—Farmers will organize an elvtr. company here.

Fairview, Ill.—The Farmers Elvtr. Co. will install a moisture tester.

Curran, Ill.—Farmers are discussing the formation of an elvtr. company.

Elwood, Ill.—Improvements will soon be made by the Farmers Elvtr. Co.

Neeleyville, Ill.—Elmer Brockhouse has been appointed mgr. of the elvtr. here.

Virginia, Ill.—C. W. Savage & Son have installed a moisture tester at their elvtr.

Earlville, Ill.—Improvements have recently been made by the Earlville Grange Co.

Mineral, Ill.—I have succeeded C. A. Cole as mgr. of the Mineral Grain Co.—J. W. Butler.

Oswego, Ill.—The Farmers Grain Co. has purchased a building which it will use as a lumber shed.

Alvin, Ill.—The Farmers Elvtr. Co. has disposed of its stock of lumber and wire to F. M. Ogden.

Fisher, Ill.—Bert Heiser has succeeded Oscar Zook at the elvtr. of the Farmers Grain & Coal Co.

Wapella, Ill.—G. C. Maxwell and Harry Scott will erect an elvtr. on the site of the old Downing Elvtr.

Mahomet, Ill.—A metal roof has been put on the large double corn crib at the elvtr. of William Wykle.

Delong, Ill.—John Wright is the new mgr. in charge of the grain business for Holmes & Anderson.

Crossville, Ill.—The Crossville Grain Co. is building a 20x60 ft. wire room and office.—S. J. Higginson, mgr.

Manteno, Ill.—We have installed a Richardson Automatic Scale.—W. C. Bishop, mgr. Farmers Elvtr. Co.

Lockport, Ill.—We do not contemplate increasing the capacity of our elvtr.—Northern Illinois Cereal Co.

Winchester, Ill.—A slight damage resulted from a fire in the engine room at the elvtr. of Schultz, Baujan & Co.

Forrest, Ill.—T. C. Grotevant has purchased Robt. Riley's interest in the grain and coal business of Riley & Wallace.

Buckley, Ill.—Farmers Grain Co. incorporated; capital stock, \$25,000; incorporators, Theo. Block, Chas. Holz and others.

Ladd, Ill.—The driveway at the elvtr. of the Ladd Elvtr. Co. will be improved. Other repairs have recently been made.

Peterstown sta. (Mendota p. o.), Ill.—Fred Wieman, formerly mgr. of the elvtr. at Clarion, has succeeded Theodore Sonderroth as mgr. of the Peterstown Elvtr. Co.



Ancona, Ill.—C. A. Hepler, of the Ancona Grain & Supply Co., is recovering from a recent operation for appendicitis.

Bluff Springs, Ill.—The Farmers Elevator Co. is considering the erection of a new elevator in connection with its present house.

Frederick, Ill.—No grain elevators are located at this station. Jesse Lowe, of Beardstown, will probably build one this year.—X.

McCarty's Switch (Waverly p. o.), Ill.—Contract for the proposed elevator of the McCarty Farmers Elevator Co. will be let soon.

St. Joseph, Ill.—R. S. Perry, of Simpson & Perry, who sold their elevator a short time ago, will spend a couple of months in the west.

Bloomington, Ill.—L. E. Slick & Co. incorporated; capital stock, \$125,000; incorporators, L. E. Slick, H. J. Grove and others.

Leland, Ill.—C. J. White, formerly mgr. of the Farmers Elevator Co. at Esmond, has secured a position with the Farmers Elevator Co. here.

Canton, Ill.—The Farmers Elevator Co. has been organized with Edward McBroom as pres. and H. T. Standard, sec'y. An elevator will be built.

O'Fallon, Ill.—We have purchased and installed grain cleaning machinery and will make other improvements.—Charles Tiedemann Mfg. Co.

Osbornville, Ill.—The Mt. Auburn & Osbornville Grain Co., operating 2 elevators, with a capacity of 60,000 bus., will build additional storage space.

Maple Park, Ill.—Ed Conlin, of De Kalb, purchased the Glidden Elevator and placed A. Chase in charge. Nelson & Fraser formerly operated this elevator.

Enright sta. (El Paso p. o.), Ill.—Albert Reeves is now mgr. of the El Paso Elevator Co., succeeding M. A. Johnson, who has been transferred to Panola.

Orleans, Ill.—Clyde E. Cox has been elected pres. and G. M. Graft, sec'y-treas. of the recently incorporated Farmers Grain Co. An elevator will be built.

Manlius, Ill.—C. B. Lowe, formerly mgr. of the Farmers Elevator Co. at Minonk, has succeeded H. R. Smith, who resigned as mgr. of the Farmers Elevator Co. here.

Altona, Ill.—An elevator of 25,000 or 30,000 bus. capacity will be erected by the Altona Grain Co. This company is now using the elevators owned by the Dole Estate.

Downs Crossing (no p. o.), Ill.—Farmers have started a movement for the organization of an elevator company. This station is 3 miles north of Lincoln on the C. & A. R. R.

Beason, Ill.—The recently incorporated Farmers Grain Co. of Beason and Skelton will build elevators and warehouses here and at Skelton and will handle grain, coal and lumber.

Collinsville, Ill.—We have purchased grain cleaning and tempering equipment and other machinery for our plant at this station.—Charles Tiedemann Mfg. Co., O'Fallon.

Bois sta. (Dubois p. o.), Ill.—I will open my recently acquired elevator about July 1 under the name of the Du Bois Elevator. No radical changes will be made at present.—H. J. Bender.

Royal, Ill.—John R. McAlister is pres., John Osterbur, sec'y, and H. K. Saathoff, treas., of the Farmers Elevator Co., which will either buy one of the elevators here or build a 3rd house.

Myrtle, Ill.—A. E. Clevidence is prop. of the elevator formerly owned by the late A. W. Palmer. He opened it Nov. 1 and handles grain, coal, feed, machinery, cement and lumber.—X.

Murrayville, Ill.—The Farmers Elevator Co. has been organized to build an elevator, work on which will be started in the spring. S. A. Bracewell is sec'y. I am advising the company to build a concrete house as it would be almost fireproof and need no painting.—John Tendick, of Murrayville Produce Co.

Wing, Ill.—The recently incorporated Wing Grain Co. has purchased the elevator of J. M. Feeley for \$7,000. A. G. Zenor, formerly mgr. of the Gridley Elevator Co. at Gridley, has been hired as mgr.

Galva, Ill.—I have succeeded Anthony Seward, who resigned as mgr. of the elevator on the C. R. & P., owned by the Hefle-tower & Peterson Grain Co. I was formerly with F. Hettinger at Harmon.—E. L. Compton.

Victoria, Ill.—The Farmers Elevator Co. owns and operates the only elevator here. I have succeeded H. W. Butler as mgr. The house owned by Mr. Harms, which I ran in 1900 and 1905, is out of commission.—Anthony Seward.

Peoria, Ill.—James H. Hamilton has been admitted to membership in the Board of Trade on transfer from Wm. F. Bryan and Seymour Woolner has been admitted on transfer from the estate of Samuel Woolner.—John R. Lofgren, sec'y.

Farmingdale, Ill.—Contract for a 20,000-bu. steel elevator has been let by the Farmers Elevator Co. to the Finton Construction Co. Equipment for handling wheat and corn will be installed. This elevator will replace the one which burned Nov. 11.

Sharps crossing (Thomasboro p. o.), Ill.—Sharp Elevator Co. incorporated; capital stock, \$7,500; incorporators, J. S. Sharp, John D. Wilken and others. The company will build an elevator at this station, which is 2 miles south of Thomasboro.

Davis Junction, Ill.—While Wm. Rusk, agt. for the Neola Elevator Co., was up in the cupola tightening a loose bolt on Feb. 23, he dropped a wrench and in reaching for it his hand was caught by a chain around a sprocket wheel and badly cut and crushed. He was alone at the time and managed to get home to have the wound dressed.

Missal, Ill.—The elevator, for which the Farmers Elevator Co. recently let contract, will be 32x32x46 ft. and will have a capacity of 25,000 bus. Equipment includes 2 stands of elevator legs, 7x12 in. buckets and a Richardson Automatic Scale. The old house will be wrecked. Saathoff & Amacher have the contract and will start work at once.

Decatur, Ill.—Suit, brought a short time ago against the Illinois Central Ry. Co. by the Illinois Grain Dealers Ass'n on behalf of the Shellabarger Elevator Co., alleging loss of grain in transit, was set for Feb. 28. The suit is a test case, based on shipper's weight on 9 cars, going from Argenta to Memphis, without evidence of leakage other than the difference in weights.

Ottawa, Ill.—H. J. Ruckrigel will build a 20,000-bu. fireproof reinforced concrete elevator to replace his 40,000-bu. wooden house which burned Nov. 28. The remains of the old building, used temporarily to store grain, will be cleared away and work on the new structure will start Apr. 1. He has let no contracts but will be prepared to take those offered into consideration about Mar. 18.

Newman, Ill.—Wm. J. Roller, prop. of an elevator, was found guilty of maintaining a gaming house recently and was fined \$200 and costs. It is understood that he will appeal the case. Last fall several men were arrested and fined for gaming said to have taken place in his elevator. Mr. Roller contended in the trial that the men broke into the elevator and participated in the game without his consent.

Roseville, Ill.—We contemplate making improvements in the elevator, which we bot from C. W. Langdon, so that we will be able to handle grain with more speed. We take possession Apr. 1. Geo. F. Meacham is pres., Emery Underwood, vice-pres., Wm. V. D. Moore, sec'y, and Rufus Taylor, treas., of our company. We have secured Mr. Langdon, former owner and mgr., to take charge.—Farmers Grain Co.

McDowell, Ill.—The Farmers Elevator Co. has let contract for a 26x26x45 ft. addition to its elevator. Equipment includes 5 bins, a leg with 6x12 in. cups, rope drive and dump. The new building will have a capacity of 16,000 bus., will have galvanized

iron siding and roof and will be up-to-date in every respect. The present power plant will furnish the power. Work will be started at once by Saathoff & Amacher, who have the contract.

Clinton, Ill.—Formal possession of the W. T. Lane elevator site was given to Dickerson Wood and Harry Cline Feb. 19, after the new firm had purchased quite a large amount of grain stored there, Mr. Lane making arrangements to ship out a car of corn Feb. 21 which had been sold subject to delivery that week. The arrangement brings to an end litigation in the circuit court, Wood & Cline having been granted an injunction against Lane for possession of the property some time ago. The injunction proceedings have been withdrawn and a payment of \$200 for back rent returned to Mr. Lane. The site is one formerly occupied by a large grain elevator, which was destroyed by fire 3 years ago. Mr. Lane had a long lease on the property but failed to keep up his payments in rent after the burning of the elevator and the owners then leased the property to the new firm. Mr. Lane brought suit to regain possession and was given temporary possession until the trial. Wood & Cline, who have been loading grain with a small horse power elevator, are planning to build 2 large corn cribs on the property for storing of corn and expect eventually to build an up-to-date elevator.

Cairo, Ill.—A 50,000-bu. elevator will be built at once by the Hastings-Stout Co. It will be erected on the Mobile & Ohio R. R. at a cost of \$21,000 and will be ready by July 1. Contract has been let to the Burrell Engineering & Construction Co. and work will be started Apr. 1. The elevator will be 124 ft. high. Two large hopper scales will be installed in the head house so that one can be filling while the other is discharging. Equipment includes 2 large conveyors, chop mill, large combination cleaner and sheller to shell corn with shuck on or off. A cob burner will be placed 100 ft. from the elevator. Electric motors will be installed on the first and top floors for power. While the elevator will be equipped for a receiving house and 98% of the business will be car lot business from the shipper, it will have a wagon dump to take care of what wagon business is offered. A large hay warehouse, which will hold 200 cars of hay, will be erected. The office will be built on top, with wide projecting eaves and many windows, making it light and well ventilated. This office will overlook the entire plant and will be equipped with a private telephone system, reaching employees in the elevator or on the ground floor of the warehouse. Ira Hastings, formerly connected with the Samuel Hastings Co., is pres. and general mgr., and Geo. A. Piper, formerly with Thistlewood & Co., is traffic mgr. and rate man.

## CHICAGO NOTES.

Geo. A. Koehl, traveling solicitor for Re Qua Bros., was married Feb. 5 to Miss Clara A. Starshak.

The finance committee of the Board of Trade has fixed the rate of interest for March at 5% per annum.

Lee W. Partridge, recently admitted to membership in the Board of Trade, was married Feb. 24 to Miss Jane Dempsey.

Robert D. Baird, grain dealer, has filed a petition in bankruptcy. His liabilities are listed at \$73,284 with assets of \$555.

F. G. Roberts, formerly at J. Rosenbaum Grain Co.'s Elevator, "B," is now located at Bellingham, Wash., and is out of the grain business.

Arnold White, formerly a member of the Board of Trade, and brother of A. S. White, formerly pres., died Feb. 28 at Liverpool, England.

A. W. Jordan, who formerly represented the Hooper Grain Co., at Boston, Mass., has removed to Chicago, and is now with the Armour Grain Co.

Fire destroyed the mill of the Hirst & Begley Linseed Co. on Mar. 4 with a loss of \$100,000. The cause of the fire is not known. About 20 employees escaped uninjured.



The Gibbons Athletic Club, organized by the many friends of State Grain Inspector Gibbons, held its first reception and dance on Saturday, Mar. 4, and the festivities were enjoyed by many members of the grain trade.

The amendment to the rules of the Board of Trade increasing the commission rate on lots of less than 5,000 bus. of wheat was carried by a majority of 112. Efforts will probably be made to increase trading in job lots of corn and oats.

H. T. Bickel, Cedar Rapids, Ia., is now representing Clement, Curtis & Co., in eastern Iowa and western Illinois. Wm. J. Ray, formerly sec'y of the Iowa Farmers Grain Dealers Ass'n, has been engaged as grain solicitor for the same firm.

The Board of Trade Mutual Benefit Ass'n has secured 14 new members, making a total of 33 new members since its annual meeting. The death rate has been above the average during the last few months, but the ass'n is in better condition than ever before.

Fred S. Ackerman, wheat trader for Counselman & Day for many years and of recent years representing Hulburd, Warren & Chandler, died Mar. 6 at Eureka Springs, Ark. He was 59 years of age and had been a member of the Board of Trade for nearly 35 years.

Three new members have been added to Finley Barrell & Co., including John W. Barrell, son of Finley Barrell, Wm. B. Anderson, who represented the company in New York, and L. M. Stein. The new members have been admitted to membership in the Board of Trade.

An amendment to the rules of the board was posted Mar. 9 for ballot striking out the second clause of paragraph G, Section 4, of Rule XIV, providing for the rendering of accounts to non-member customers direct on business turned over by members in grain and provisions for future delivery.

Frederick C. Aldrich has entered the firm of Clement, Curtis & Co., which has leased part of the quarters formerly occupied by the La Salle Street National Bank in the Rookery Bldg. Mr. Aldrich, who retired from Finley Barrell & Co. Jan. 1, was at one time pres. of the Chicago Stock Exchange.

The enlarged quarters of Jas. E. Bennett & Co., in the Postal Telegraf Bldg., are rapidly being completed. The telegraf and customers' rooms have been finished and the entire suite will be ready within the next 3 weeks. The telegraf room is elevated 3 feet, all operators having an unobstructed view of the blackboard.

In some recent cases grain has been stolen from cars after they had been delivered into the possession of the elevator or other local industry by the railroad company and before weighing. As the railroads can not be expected to make good thefts after the grain has left their possession it devolves upon the elevator operators to pay such claims or provide adequate watchman service.

Claims for shortages on cars arriving at Chicago are being paid immediately on presentation by the receivers since the railroad companies have come to appreciate the service of the Grain Shippers Protective Ass'n. Having the shipper's weight as loaded in the country to check with the weight as unloaded at the Chicago elvtr., any discrepancy is at once checked up. The information is at once handed by the Protective Ass'n to the commission merchant who puts in a claim for the shipper.

Commission rates on sales of 1,000-bu. lots for future delivery of wheat, corn and oats on the Board of Trade were advanced from \$1.50 to \$2.50 by a vote of 373 to 261. Brokerage rates are advanced from 10c to 15c. The adoption of this rule permits trading in 1,000-bu. lots of corn and oats as well as wheat. The first sale of 1,000 bus. of oats in the pit for future delivery was made on the morning of Mar. 1 by W. H. Perrine & Co. to E. F. Woods at 43½c for May. It was a hedging transaction.

R. D. Flood, Claude Lee Carter, Howard M. Schmeltz, Leverett Earl Duncan, Frank M. Day, E. J. Martin and E. H. Morgan have applied for membership in the Board of Trade. Irving McLeod, Arthur W. Jordan, Wm. E. Isbister, Jas. J. Rowan, L. M. Stein, John W. Barrell, Henry C. Wilson, Clarence L. Graff, London partner of Raymond, Pynchon & Co., Wm. B. Anderson, of New York, N. Y., Frank C. Park, of Pittsburgh, Pa., and Harry F. Beckmann, of St. Louis, Mo., have been admitted to membership and the memberships of Orson Smith, Edwin A. Bowles, Chas. B. Dicks, Samuel G. Payne, Albert H. Smith, John B. Pierce, H. Conklin, B. H. Ettelson and the estates of Hamilton Dewar and W. O. Pringle have been posted for transfer. Memberships are quoted at \$4,200 net to buyer.

The board of directors of the Board of Trade disapproved a petition asking that an amendment to the rules be posted for ballot providing that members living more than 50 miles from Chicago should be permitted to send their ballots by mail on amendments to the rules. The change would have made a discrimination against members residing within 50 miles of the board building. Some of these are presidents of Chicago banks and heads of packing houses, who are represented on the board every day but who cannot come in person to vote without quite as much sacrifice as some of the out of town members, of whom there are 475. Giving the privilege to all would make no discrimination; but would have the disadvantage that distant members not coming on the floor to vote would not have the educational benefit of the argument heard there.

## INDIANA

Frankfort, Ind.—The Favorite Grain Co. has filed preliminary certificate of dissolution.

Westport, Ind.—Geo. M. Claypole, of Sardinia, has succeeded the Tyner Grain Co. here.

Liberty Centre, Ind.—The Studabaker Grain & Seed Co. is installing a Boss Air Blast Car Loader.

Schnellville, Ind.—Joseph Schnell, operating an elvtr., has rebuilt his mill which burned Jan. 4, 1915.

Culver, Ind.—Castleman & Medbourn have succeeded Castleman & Co. in the grain business here.

Star City, Ind.—The new 60,000-bu. elvtr., for which J. C. Phillips let contract to the Efficient Erecting Co., is now completed and receiving grain.

Seymour, Ind.—We have indefinitely postponed erecting new buildings as we were unable to make a deal for the desired real estate.—Blish Mfg. Co.

Richvalley, Ind.—Richvalley Co-operative Elvtr. Co. incorporated to operate elvtrs.; capital stock, \$12,000; incorporators, D. Russell, J. A. Ireland and others.

Bluffton, Ind.—Chas. F. Davison, who operated elvtrs. here and at Piercetown, Yoder and Uniondale for a number of years, died Feb. 24. He was 57 years of age.

Packerton, Ind.—The recently incorporated Farmers Elvtr. Co. has let contract for an elvtr. to Franz & Addison. Work will be started as soon as the weather permits.

Yeddo, Ind.—The elvtr. of the Glascock Grain Co. is undergoing a general overhauling. A new sheller and cleaner are being installed. A. H. Richner is doing the work.

Evansville, Ind.—National Hay & Grain Co. incorporated; capital stock, \$10,000; incorporators, E. F., E. V. and E. G. Goeke. The company has been in business for some time.

Ft. Wayne, Ind.—J. W. McMillen & Son, of Van Wert, O., have bot the Grand Rapids & Indiana Transfer Elvtr. from the Egly-Doan Elvtr. Co. and will put it into operation before June 1. D. W. McMillen will manage the elvtr.

Carlos, Ind.—We will put in a new dump, 2 new elvtr. legs, manlift, automatic hopper scales, new line of shafts and will give our elvtr. a general overhauling.—Carlos City Grain Co.

La Paz, Ind.—An up-to-date elvtr. may be erected here as the elvtr. owned by the Bremen Grain Co. and leased to Kraus & Apflebaum, of Columbia City, is not adequate for this station.

Rolling Prairie, Ind.—I bot the elvtr. here and will improve it at once. The deal was closed thru an advertisement which I placed in the Grain Dealers Journal.—D. Metzger, Darlington.

Kempton, Ind.—Farmers Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, W. M. Orr, Jesse F. Mott and others. The new company will take over the elvtr. of Johnson & Connor.

Springport, Ind.—Fire starting in the elvtr. Feb. 28 destroyed that building and the grist mill owned by Dr. C. R. Applegate and operated by George W. Ruff. The loss is estimated at \$20,000 and is partly covered by insurance. The cause of the fire is not known.

Indianapolis, Ind.—The recently incorporated Indiana Public Elvtr. Co. has purchased a site near the east Belt crossing of the C. I. & W. R. R. and contract for the construction of the first unit of the elvtr., which will cost \$500,000, has been let to J. A. Horn & Co. Work will be started at once.

Boyleston, Ind.—Brant & McComas, of Frankfort, have bot the elvtr. and coal yards operated by Clifton Cohee & Co. and will take possession Apr. 1. Mr. McComas formerly owned elvtrs. at Rossville and Ockley. A. P. Butz, of Rossville, associated with Mr. McComas for the past 10 years in the grain business, will manage the elvtr.

Russville, Ind.—The elvtr. of David Unger & Son was robbed Feb. 21 of 13 bus. of clover seed, valued at \$143. The 2 thieves were unsuccessful in selling it to the elvtr. men at Greentown and drove to Kokomo, where one of them was captured. All the seed was returned to the owners with the exception of what was lost from a bag which had become untied.

Indianapolis, Ind.—Chas. B. Riley, sec'y of the Indiana Grain Dealers Ass'n, has gone before the Indiana Public Service Commission in regard to car shortage conditions and has also communicated with the Interstate Commerce Commission which reported that it referred the complaints to the American Railway Ass'n. It predicts that relief will be forthcoming soon.

## IOWA

Somers, Ia.—J. S. Brown is now mgr. of the Somers Elvtr. Co.

Cumberland, Ia.—Farmers are organizing to operate an elvtr.

Tama, Ia.—J. V. Sinek is now mgr. of the Farmers Elvtr. Co.

Colo, Ia.—The Farmers Grain Co. has built a new corn crib.

Peterson, Ia.—The Farmers Elvtr. Co. will build a storage house.

Matlock, Ia.—The Farmers Elvtr. Co. is operating its new elvtr.

Ottosen, Ia.—E. L. Hayne, mgr., bot the elvtr. of Gilchrist & Co.—X.

Hospers, Ia.—An oil engine has been installed by the Farmers Elvtr. Co.

Ireton, Ia.—The Farmers Elvtr. Co. has built an addition to its office.

Grand Mound, Ia.—A 40,000-bu. elvtr. will be erected by the Quaker Oats Co.

Thornton, Ia.—A lumber shed is being constructed by the Farmers Elvtr. Co.

Bremer, Ia.—A. Jahnke is now handling feed in connection with his elvtr. here.

Emerson, Ia.—A. D. Swisher, grain dealer at this station, died last month.

Ellsworth, Ia.—Farmers are organizing a company and will buy or build an elvtr.

Moneta, Ia.—A new gas engine has been installed by the Farmers Elvtr. Co.



Conroy, Ia.—S. H. Stanerson has been chosen mgr. of the Hilton Lumber & Grain Co.

Coulter, Ia.—The Farmers Elvtr. Co. has been organized with a capital stock of \$6,000.

Newton, Ia.—Jenks Patton, son of I. L. Patton, of I. L. Patton & Sons, died recently.

Scarville, Ia.—New coal sheds and a salt house have been built by the Scarville Elvtr. Co.

Ontario, Ia.—Chas. Dinsmore has been retained as mgr. of our company.—Farmers Grain Co.

Maynard, Ia.—Mr. Pember will be mgr. of the Farmers Elvtr. Co., which is now being organized.

Malcom, Ia.—The thieves, who robbed the office of the Farmers Elvtr. Co. on Feb. 24, have been caught.

Humboldt, Ia.—Edward J. Funk has resigned as mgr. of the Farmers Elvtr. Co. and is now at Clarion.

Lamoni, Ia.—The Farmers Grain & Seed Co., operating an elvtr. here, will buy and sell feed and farm products.

Cedar Rapids, Ia.—The annual meeting of the Western Grain Dealers Ass'n will be held at this city Apr. 14 and 15.

Matlock, Ia.—P. Heading is now assisting at the elvtr. of the Edmonds-Londergan Co., succeeding L. R. Stanton.

Clarion, Ia.—E. J. Funk has resigned as mgr. of the Farmers Elvtr. Co. at Humboldt and purchased an elvtr. here.

Blanchard, Ia.—We have just overhauled our mill. We are situated on the Wabash R. R.—Blanchard Mill & Elvtr. Co.

Joice, Ia.—The Farmers Co-operative Society will install a new dump in its elvtr. A 14x140 ft. coal shed has been built.

Havelock, Ia.—An electric motor will be installed in the elvtr. of the Farmers Elvtr. Co. to take the place of the gas engine.

Grinnell, Ia.—The safe at the office of the Farmers Elvtr. Co. was pried open recently and \$12.85 taken. The thieves were caught.

Waucoma, Ia.—Joseph Slifka is now prop. of the grain, coal and implement business of J. E. McEneaney, having traded his farm for it.

Gowrie, Ia.—We are arranging to build an elvtr. on the M. & St. L. Ry., which will be operated under the name of P. J. Harvey.—P. J. H.

Le Roy, Ia.—Silvers & Sherrow have succeeded O. M. Jordan in the grain business here and Mr. Jordan has removed to Ames.—P. M.

Germania, Ia.—Ed J. Reilly has traded his 2 elvtrs., grain business and residence for a farm. He will probably retire from active business.

Hardy, Ia.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, Lewis Saverude, John Cedar and others.

McCallsburg, Ia.—The Farmers Grain Co. will build a residence for its mgr. Jesse Thompson has been retained as sec'y-mgr. of the company for the ensuing year.

Radcliffe, Ia.—The Farmers Elvtr. Co. has bot the lumber and coal business of Hoffman & Himmel which will be carried on in connection with its grain and coal business.

Yarmouth, Ia.—The report that J. W. Stromberg had erected an elvtr. here is incorrect. The A. D. Hayes Co., of New London, owns and operates the only elvtr.—X.

Dike, Ia.—Billman & Lines, who recently bot the elvtr. of John Frerichs, will rebuild the coal sheds next summer and handle coal in connection with the grain business.

Davenport, Ia.—Hutton, Collins & Frenzel, grain dealers, are enlarging their quarters so as to provide separate rooms for bulletins and announcements and public and private offices.

Whiting, Ia.—Farmers are discussing the organization of a farmers elvtr. company. A. W. Ruth is pres. and Roy Brooks is sec'y of the company which will probably buy an elvtr. here.

Lester, Ia.—Fred Brener, mgr. of the Farmers Elvtr. Co. at Ocheyedan, has purchased the elvtr. of Wm. Lauck at this point. He will resign his position July 1 to take possession here.

Palsville, Ia.—The Farmers Elvtr. Co., of Belmond, is considering increasing its capital stock and buying the 2 elvtrs. at this point, which will be operated in connection with its elvtr. at Belmond.

Ledyard, Ia.—We have rebuilt our plant which includes large coal sheds, corn cribs, flour and feed warehouses and oil meal and tankage warehouses.—Robt. Gardiner, agt. St. John Grain Co., Elmore, Minn.

Britt, Ia.—The Farmers Industrial Elvtr. Co. owns 2 elvtrs. here. Ralph Whitney has been engaged as mgr. of the elvtr. on the M. & St. L. and Chas. Castle has been retained as mgr. of the one on the Milwaukee.

Clarion, Ia.—The Farmers Elvtr. Co. will build another elvtr. on the C. R. I. & P. R. R. It will continue the use of its present house on the Great Western, thus taking advantage of the shipping facilities of both roads.

Irvington, Ia.—Bedell Bros. have let contract for a 20,000-bu. up-to-date elvtr., consisting of 9 bins. Equipment includes a 10-h. p. engine and a 1,500-bu. automatic scale. The Younglove Construction Co. has the contract.

Ocheyedan, Ia.—H. Henderson will succeed Fred Brener, who will resign July 1 as mgr. of the Farmers Elvtr. Co. to take possession of his newly acquired elvtr. at Lester. Mr. Brener has managed a grain elvtr. for 19 years.

Menlo, Ia.—C. A. Wildman has let contract for a 25,000-bu. up-to-date elvtr., consisting of 12 bins. Equipment includes a 2,000-bu. Richardson Automatic Scale and a 12-h. p. gas engine. The Younglove Construction Co. has the contract.

Central City, Ia.—The elvtr. we bot from the Farmers Grain Co. at Urbana has a capacity of 25,000 bus. and the one at Cheney sta. (Brandon p. o.) is a 20,000-bu. house. We will operate both elvtrs. with headquarters at this place.—Hatch & Brockman.

Grimes, Ia.—The elvtr. of the Farmers Elvtr. Co., containing a large amount of oats and other grain, burned Feb. 25. It had a capacity of about 10,000 bus. and was built at a cost of approximately \$5,000. Estimated loss, \$8,000, fully covered by insurance. The fire is believed to have been caused by a defective flue.

Anthon, Ia.—Alleging false arrest, A. W. Coon, a farmer, bot suit against the Trans-Mississippi Grain Co. for \$2,000 damages. He was arrested Dec. 6 for larceny, on a warrant sworn out by officials of the grain company. The case, he says, was taken to the district court and dismissed on account of lack of evidence.

Bouton, Ia.—The recently incorporated Bouton Grain Co. has let contract for wrecking of its old house and the erection of an up-to-date elvtr. and store house, to cost \$6,000. Work will be started immediately and rushed to completion. Equipment includes a sheller, cleaner, automatic scale, and other necessary machinery.

Libertyville, Ia.—The elvtr. I was operating here under lease has been sold to Frank Rhynas, of Stockport, who has rented it to Yost & Workman. I could make no satisfactory arrangements with them to take over my business and have rented an office and will carry feed and seeds and buy and sell grain and hay in carlots. I will probably build an elvtr. this summer.—A. H. Miller.

Colwell sta. (Charles City p. o.), Ia.—F. E. Raisty is pres., Wm. Rouse, vice-pres., Frank Brunner, sec'y, and David Colwell, treas., of our grain company, which is a co-operative exchange. This station is 10½ miles northeast of Charles City on

the new C. C. Western Electric R. R. We engaged in business Aug. 28 and handle coal, salt and twine as well as grain.—P. A. Saddler, mgr. Colwell Co-operative Exchange.

Libertyville, Ia.—We have taken over the elvtr. on the C. R. I. & P. formerly owned by the farmers and run under the name of the Libertyville Elvtr. Co., which company went into bankruptcy. The elvtr. for the past year was operated under lease by A. H. Miller, a farmer and a director of the former company. We employed W. A. Robertson as mgr. and he took charge Feb. 10. This house will be operated in connection with our elvtr. on the C. B. & Q. We also have elvtrs. at Stockport, Bernhart, Hillsboro and do track buying at several stations on the C. R. I. & P. and the C. B. & Q.—Yost-Workman Co.

## KANSAS

Healy, Kan.—An elvtr. will probably be built here.—Sharp Bros.

Wakarusa, Kan.—I have sold my grain business.—J. P. Thompson.

Elyria, Kan.—O. M. Decker is now agt. for the Wall-Rogalsky Mfg. Co.

Homer sta. (Russell p. o.), Kan.—Farmers will build an elvtr. at this station.

Haviland, Kan.—The O. K. Grain Co. has installed an electric motor in its elvtr.

Jetmore, Kan.—A. H. Ling will install a Hall Signaling Distributor in his elvtr.

Aurora, Kan.—A. E. Thompson, has resigned as mgr. of the Aurora Grain & Coal Co.

Plains, Kan.—The L. H. Pettit Grain Co., of Hutchinson, will soon build a 25,000-bu. elvtr.

Rantoul, Kan.—W. G. Tulloss has succeeded Springer & Tulloss in the grain business.

Seneca, Kan.—C. C. Buckles, of Vermillion, is now mgr. of the Farmers Union Elvtr. Co.

Calvert, Kan.—A new 6-h. p. gasoline engine has been installed in the elvtr. at this place.

Neola, Kan.—Bud Shoots has succeeded A. E. Harman as mgr. of the Neola Elvtr. & Supply Co.

Olmitz, Kan.—The site of the burned elvtr. of the Farmers Grain & Supply Co. has been sold.

Chanute, Kan.—The Chanute Grain Co. will install a Boss Cracked Corn Grader and Separator.

White City, Kan.—Work is progressing on the elvtr. now under construction for C. E. Shepard.

Woodbine, Kan.—The Farmers Grain Co. has installed a loader furnished by the Mattoon Grain Conveyor Co.

Alton, Kan.—F. W. Gaunt will raze his small elvtr. at this place and replace it with 4 concrete storage tanks.

Ford, Kan.—Stanley E. Tuttle, formerly of the Farmers Products Co. at Seward, is now mgr. of the Liberal Elvtr. Co.

Moscow, Kan.—The Shorb & Gaskill Elvtr. Co. has bot my elvtr. E. L. Gaskill will be mgr.—W. O. Woods, Liberal.

Whiteside sta. (Hutchinson p. o.), Kan.—W. L. Smith is the new mgr. of our company.—Co-operative Equity Exchange.

Kirwin, Kan.—F. W. Gaunt, of Alton, will build 2 concrete storage tanks in the spring as an addition to his elvtr. here.

Raymond, Kan.—The Kansas Grain Co. is wrecking its old house and will erect a good elvtr.—Raymond Grain & Supply Co.

Brenner, Kan.—J. H. Hudson, grain, live stock and merchandise dealer, has traded his stock of merchandise for a fruit farm.

Shields, Kan.—The Morton Grain Co., of Hutchinson, is leasing a portable elvtr. temporarily and will start at once the excavation for a 15,000-bu. up-to-date elvtr. to be completed this spring in time to handle part of the 1915 crop.—X.



Claudell, Kan.—Two concrete storage tanks will be built in the spring as an addition to the elvtr. of F. W. Gaunt, of Alton.

Norris sta. (no p. o.), Kan.—We are not building an elvtr. as was recently reported.—C. S. Laird, mgr. Farmers Elvtr. Co. of Belpre, Belpre.

Atwood, Kan.—The regular grain dealers at this station are C. M. Linn and the Farmers Grain & Supply Co. which built an elvtr. this year.—X.

Trousdale (Edwards county), Kan.—The Trousdale Co-operative Exchange has engaged in the grain business at this station and I am mgr.—J. H. Mayhew.

Hiawatha, Kan.—The regular grain dealers are Ward Salisbury, B. V. Sloan and S. G. Trent, operating 15,000-bu. elvtrs. Mr. Trent also operates a mill.—X.

Hunter, Kan.—Carl Broberg, of Vesper, has let contract for an elvtr. to the White Star Co. Equipment includes a Richardson Automatic Type Registering Scale.

Spearville, Kan.—C. C. Jennings has let contract for a new elvtr. to the Concrete Steel & Machinery Co. Equipment includes a Richardson Automatic Type Registering Scale.

Iola, Kan.—We have a new 8,000-bu. elvtr. on the Santa Fe and also a 10,000-bu. elvtr. and wareroom on the Mo. Pac.—Willis W. Pereau, agt. Newton Mfg. & Elvtr. Co.

Herington, Kan.—C. E. Shepard is not building an elvtr. here as was reported but has an elvtr. under construction at White City. We have sold our elvtr. to W. A. Mears & Co.—S. F. Hacker.

Sublette, Kan.—The elvtrs. at Satanta and this station, for which the Hugoton Elvtr. & Warehouse Co. recently let contract to W. H. Wenhoez, will be equipped with Richardson Automatic Scales.

Lucas, Kan.—Olin Hoopes bot the west elvtr. from Wm. F. Bolan and will take possession Mar. 1. The Derby Grain Co. have it leased until July 1, when Mr. Hoopes will begin operating it.—E. Rogers.

Chetopa, Kan.—G. W. Pratt, mgr. of the Wm. Barber Grain Co., will take charge of the elvtr. here which he bot July, 1913. He has been operating it under the name of the Chetopa Grain Co. with a mgr. in charge.

Hanston, Kan.—The Farmers Grain & Supply Co. will rebuild its elvtr., which burned Jan. 26, as soon as the weather permits. The company is operating the elvtr. of the Rock Mill & Elvtr. Co. for the present.

Great Bend, Kan.—We are erecting a 250,000-bu. reinforced concrete elvtr. to replace the one destroyed by the tornado last November. We expect to have it completed by June 1.—Geo. W. Merillat, mgr. Moses Bros. Mills.

Lebanon, Kan.—We have purchased a Western Gyration Cleaner which we will install in our elvtr. during the summer. We repaired our elvtr. in the fall, but had to stop on account of the corn movement.—C. M. Isom, sec'y Lebanon Mill & Elvtr. Co.

Argentine, Kan.—The Armour Grain Co. will install a large Hess Grain Drier at the Neola Elvtr. It will have 4 new units, with a capacity of 50,000 bus. of corn daily and will be installed in a 100 ft. building, 64 ft. high with storage above and below the drier. Each unit will be operated by a 20-h. p. electric motor.

Topeka, Kan.—A 5c reduction in the cost of grain inspection was made by the Kansas State Grain Inspection Dept. beginning Mar. 1. Last summer a 20% reduction was made bringing the price down to 65c a car. In January the inspection fees amounted to \$13,369.15. The dept. weighed and inspected 24,000 cars at all its stations in the state.

Ablene, Kan.—W. H. Kinney, of Wichita, and W. A. Chain, of this city, became sole owners of the Security Flour Mills Co. re-

cently thru the purchase of the half interest of T. J. Holdridge, of Wichita. The property consists of an 800-bbl. mill, four warehouses and considerable concrete grain storage, to which 2 large concrete tanks were added during the past season.—O.

Topeka, Kan.—To avoid double and triple inspection fees, would it not be advisable to attempt to secure an amendment to the present inspection laws making it the duty of the deputy inspectors on arrival of cars at stations where a deputy is located and inspection made of the contents of the car to place a ticket on the door post on the inside of the car, showing test weight and grade, and if the car is forwarded to some other point in the state where a deputy inspector is maintained, it shall be the duty of the deputy inspector to take sample from the car and copy the ticket found in the car, showing the test weight and grade. If the buyer is not satisfied with the grade as shown by the original test and inspection, he may call for re-inspection within forty-eight hours, but if the re-inspection sustains the original inspection, the party calling for re-inspection must pay the charges. This would save to the shipper the charges made for additional inspection.—Sec'y E. J. Smiley.

#### HUTCHINSON LETTER.

Chas. Cordonier, foreman of the Hutchinson Terminal Elvtr. Co., recently underwent a successful operation.

I have severed my connection with the E. E. Roehen Grain Co., of Kansas City, Mo., for which I traveled for several years, and am now assisting Mr. Hayes in the handling of the cash grain dept. of the John Hayes Grain Co.—A. Leonard Ayres.

The L. H. Pettit Grain Co. has purchased a site and will build a 100,000-bu. concrete elvtr. at a cost of approximately \$25,000. Work will be started as soon as possible on the proposed building which will be used as a transfer elvtr. for the company's line of elvtrs. on the C. R. I. & P. R. R. It is expected to be completed to handle the 1916 crop.

With the object of going into the grain elvtr. business more extensively, the Ball Manufacturing Co., of Kansas City, will hold a grain meeting here on Apr. 1. A number of elvtrs. will be built in Kansas this year. Dr. F. E. Ball is pres. of this co-operative organization which has a membership of 5,000 and a capital stock of \$1,000,000. A 10,000-bu. elvtr. is operated by the company at Laverne, Okla.

The Kansas Civil Service Commission appointed W. F. McCullough, mgr. of the McCullough Grain Co., Wichita, Prof. L. A. Fitz, of the Kansas State Agricultural College, Manhattan, and F. L. Betton, Kansas City, a com'te for examining all applicants in Kansas who desire positions in the grain inspection dept. of the state. The com'te held a meeting here Mar. 6 and decided upon the dates for the first examinations which will be held in Kansas City, Kan., and Wichita.—O.

#### WICHITA LETTER.

E. K. Nevling, pioneer grain dealer, is now traveling for the Williamson Grain Co.

S. S. Williamson has purchased another membership in the Board of Trade.—Jas. H. Sherman, sec'y.

The Brooks-Bedell Grain Co. has engaged in the grain business with offices in the Sedgwick Bldg. The company is composed of D. R. Brooks, formerly mgr. of the Bruce Bros. Grain Co., and E. O. Bedell, of the Williamson Grain Co.—O.

Plans for the erection of a 1,000,000-bu. concrete elvtr. are well under way and when built, the men interested will build 2 flour mills. The new elvtr. will cost \$250,000 and will be located in the northern part of the city. Tentative plans have been drawn and upon the completion of a few minor details active work will be started. Business men behind the new project are: L. W. Clapp, W. P. Innes, Howard Wheeler, F. McCullough, Howard Case, John L. Powell, J. W. Metz, Earl Evans, Elmer Reese and E. G. Robertson.

## KENTUCKY

Nicholasville, Ky.—C. S. Evans operates the only elvtr. here. I understand that a new elvtr. will be erected during the coming summer but do not know by whom.—X.

Cloverport, Ky.—We do not operate at this point. B. Squires is prop. and mgr. of the flour mill here.—R. R. Compton, of Hardinsburg Mill & Elvtr. Co., Hardinsburg.

Middlesboro, Ky.—The plant of the Middlesboro Mfg. Co. has been sold to the Lone Mountain Mfg. Co., of Lone Mountain, Tenn., which lost its plant by fire recently.

Franklin, Ky.—We will probably erect a grain elvtr. this summer. A site has been purchased but definite plans have not been made. J. T. Lovell is pres. and M. E. John, sec'y-treas., of our firm.—Electric Mills.

Lexington, Ky.—W. H. Field has bot suit for \$5,000 against the Lexington Roller Mills. He alleges that his foot was permanently injured when it was crushed in an elvtr. accident which he claims was due to negligence and defective mechanism.

Stephensport, Ky.—H. A. Dutschke is tearing down his flour mill and removing it to his frame elvtr. now situated on his private siding. He will erect the mill on the opposite side of the track from the elvtr. and will have a coal pit under the track for unloading coal with tramway under the mill to boiler rooms. It will be up-to-date in every respect.—R. R. Compton, of Hardinsburg Mill & Elvtr. Co., Hardinsburg, Ky.

## LOUISIANA

New Orleans, La.—Fred M. Heywood, formerly mgr. of the branch office of the Norris Grain Co. at this city, has been transferred to New York.

## MARYLAND BALTIMORE LETTER.

John M. D. Heald, member of the Chamber of Commerce, died recently.

John W. Snyder has been appointed chairman of the arbitration and margins com'tes of the Chamber of Commerce.

Lewis G. Lederer, of Lederer Bros., has applied for membership in the Chamber of Commerce. Thomas A. Marshall, Jas. Stuart Lowry, Geo. R. Gaither Smith, John C. Hall, Walter S. Franklin, Jr., F. H. Longfellow and M. Oldham Lewis have been admitted to membership and the memberships of Jacob W. Slagle, H. A. Haines, Lawrence E. Burford, C. C. Buckman, Wm. E. Jones and the estates of Cephas M. Lewis and Wm. J. Scheckells have been transferred.—James B. Hessong, sec'y.

## MICHIGAN

Quincy, Mich.—Daniel Larzelere, aged 95 years, a pioneer grain dealer, died recently.

Edwardsburg, Mich.—A. J. Carpenter has installed a Hall Signaling Distributor in his elvtr.

Blissfield, Mich.—The Blissfield Co-operative Ass'n has decided to build an elvtr. here.

Climax, Mich.—We will put in a flour mill in connection with our elvtr.—M. Griffith & Son.

Reading, Mich.—The Co-operative Commerce Co. has bot the grain and coal business and other property of F. D. Jackson, taking possession of the elvtr. on Mar. 1.

Lake City, Mich.—The McBain Co., handling grain, feed and hay, intends to build an elvtr. and potato warehouse during the coming summer. This company is a branch of the McBain Co., of McBain.—R. B. Grice.

Union City, Mich.—The Pears-East Grain Co., for which E. J. Gwin is local buyer, will build an elvtr. here as the house it had been operating under lease for several years, burned Feb. 18. It contained about 12,000 bus. of grain, which was insured. The cause of the fire is not known.



Detroit, Mich.—The Detroit Union Ry. Elvtr. has been extensively improved. Outside grain conditioners and cleaners have been installed. C. F. Allen succeeded the late H. Dupius as supt.—Wm. Recker, chief grain inspector.

Detroit, Mich.—E. L. Wellman, grain dealer and owner of a line of elvtrs. in Michigan, with headquarters at Grand Rapids, has opened an office in the Chamber of Commerce Bldg. and applied for membership in the Board of Trade.

## MINNESOTA

Eagle Lake, Minn.—I am now agt. of the Commander Mill Co.—G. A. Harein.

Brooks, Minn.—I am now agt. of the Atlantic Elvtr. Co.—Olaf Olson.

Hazel Run, Minn.—I am now agt. of the Pacific Elvtr. Co.—I. C. Pickett.

Fulda, Minn.—I am now mgr. of the Farmers Commercial Co.—F. P. Cullen.

Brooten, Minn.—I am agt. of the Osborne-McMillan Elvtr. Co.—H. J. Lee.

Oslo, Minn.—Farmers are discussing the organization of an elvtr. company.

Hawick, Minn.—I am now agt. of the Cargill Elvtr. Co.—Diedrich P. Jenk.

Rothsay, Minn.—The National Elvtr. Co. is improving its elvtr.—O. Lein, agt.

Huntley, Minn.—I have bot the elvtr. of the De Wolf & Wells Co.—R. B. McCune.

Lynd, Minn.—We will repair our elvtr. during the summer.—Farmers Elvtr. Co.

Dassel, Minn.—The elvtr. of the Cargill Elvtr. Co. is closed.—Farmers Elvtr. Co.

Hector, Minn.—I am agt. of the Monarch Elvtr. Co. at this station.—P. L. Griffin.

Benson, Minn.—L. A. Larson is mgr. of the Benson Mill & Elvtr. Co.—W. E. Coles, Jr.

Cyrus, Minn.—The Farmers Elvtr. Co. has decided to either build or purchase an elvtr.

Hartland, Minn.—The engine at the elvtr. of the Farmers Elvtr. Co. has been repaired.

Georgetown, Minn.—I am now agt. of the St. Anthony & Dakota Elvtr. Co.—J. H. Northrop.

Keywest sta. (East Grand Forks p. o.), Minn.—I am now agt. of the Monarch Elvtr. Co.—David Lee.

Belle Plaine, Minn.—The elvtr. of the Benson Grain Co. is closed.—M. O'Brien, agt. Skewis Grain Co.

Graceville, Minn.—The elvtr. of the Cargill Elvtr. Co. is closed.—J. J. Higgins, agt. Miller Elvtr. Co.

Hazel, Minn.—The only elvtr. here is operated by the Hanson & Barzen Mlg. Co. I am agt.—Ole Odegaard.

Kanaranzi, Minn.—The elvtr. of the Davenport Elvtr. Co. is closed.—Wm. Rathjen, mgr. Kanaranzi Elvtr. Co.

Ihlen, Minn.—The elvtr. of the A. A. Truax Grain Co. is closed.—Ben L. Foster, agt. Northwestern Elvtr. Co.

Jasper, Minn.—O. K. Blingsmour is now agt. of the Atlas Elvtr. Co.—John Rudd, agt. Northwestern Elvtr. Co.

Callaway, Minn.—D. Brown is mgr. for McFarland & Brown and I am agt. of the Atlantic Elvtr. Co.—H. Sholes.

Karlstad, Minn.—I am now with the Atlantic Elvtr. Co. at this point.—C. W. Johnson, formerly agt. at Oklee.

Iona, Minn.—The elvtr. of the Bennett Grain Co. is closed. I am mgr. of the Farmers Elvtr. Co.—Geo. Beals.

Argyle, Minn.—The National Elvtr. Co. has succeeded the Imperial Elvtr. Co.—Farmers & Merchants Elvtr. Co.

Chandler, Minn.—I am mgr. of the Bennett Grain Co. The elvtr. of F. E. Burdette is closed.—H. C. Baldwin.

Chokio, Minn.—I am agt. of the Monarch Elvtr. Co. which bot the elvtr. of the Duluth Elvtr. Co.—N. J. Barnd.

Humboldt, Minn.—D. J. Matthew is now agt. of the Red Lake Fal's Mlg. Co.—J. D. Irving, mgr. Humboldt Elvtr. Co.

Argyle, Minn.—Report states that F. J. Shreck has sold his elvtr. to A. E. Pfiffner, of the First National Bank.—N.

Kent, Minn.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. is closed.—Louis Prody, agt. Imperial Elvtr. Co.

Fairfax, Minn.—C. Bertelsen is mgr. of the Farmers Elvtr. Co. and I am mgr. of the Crescent Mlg. Co.—H. F. Wright.

Jackson, Minn.—The elvtr. of Brown & Lev is closed and has been for some time.—R. S. Matson, agt. Bennett Grain Co.

Forada, Minn.—Frank Chan is now agt. of the Northland Elvtr. Co.—F. M. Webb, mgr. Forada Co-operative M. & W. Co.

Gaylord, Minn.—The Interstate Grain Co. is no longer in the grain business here.—Jacob Geib, agt. Great Western Grain Co.

Arco, Minn.—The elvtr. of the United Flour Mills Co. is closed. I am agt. of the Commander Elvtr. Co.—O. G. Ebbesen.

Climax, Minn.—The elvtr. of the Northwestern Elvtr. Co. has been closed for 2 years.—Nels Moe, agt. Crookston Mlg. Co.

Holloway, Minn.—The elvtr. of the Hallet & Carey Co. has been closed since September, 1914.—P. O. Dahlie, agt. Atlas Elvtr. Co.

Duluth, Minn.—A. B. Traeder is now representing Lamb-McGregor Co., succeeding H. W. Hellier, now with the Hagen-Berg Co.

Albert Lea, Minn.—The Albert Lea Flour Mills Co. closed its elvtr. and mill Jan. 1.—Dan Donovan, mgr. Bungarden & Donovan.

Plainview, Minn.—Barney Sader has bot the elvtr. and mill of the Plainview Mill & Elvtr. Co., of which A. R. Klaveter was prop.

Holt, Minn.—A. R. Jones is agt. of the Hanson & Barzen Mlg. Co. and I am agt. of the Red Lake Falls Mlg. Co.—H. J. Oien.

Burr, Minn.—I am agt. of G. W. Van Dusen & Co. who recently took over the elvtr. of the Western Elvtr. Co.—J. M. Bealor.

Halstad, Minn.—The Andrews Grain Co. is not buying grain at this station at present.—Andrew Bye, agt. Northwestern Elvtr. Co.

Melrose, Minn.—Farmers are discussing the establishment of an elvtr. here. Jos. Primus is now agt. of the National Elvtr. Co.—M.

Glenwood, Minn.—The Osborne-McMillan Elvtr. Co. has closed its elvtr. and I am now agt. of the Atlantic Elvtr. Co.—O. A. Johnson.

Georgeville, Minn.—The only elvtr. at this station is operated by the Osborne-McMillan Elvtr. Co. of which I am agt.—Ole Larson.

Granite Falls, Minn.—Hans Fredrickson is now agt. of the Empire Elvtr. Co. and I am agt. of the Crown Elvtr. Co.—Glenn E. Burnett.

Greenbush, Minn.—H. J. Martin is now agt. of the Hanson & Barzen Mlg. Co. and I am agt. of the Red Lake Falls Mlg. Co.—T. K. Bily.

Eldred, Minn.—E. W. Swanson is agt. of the St. Anthony & Dakota Elvtr. Co. and I am agt. of the Northwestern Elvtr. Co.—J. O. Nyberg.

Canby, Minn.—New agts. at this station are Lars Larson for the Atlas Elvtr. Co. and myself for G. W. Van Dusen & Co.—F. J. Kovarik.

Erskine, Minn.—E. G. Thompkins is now agt. of the St. Anthony & Dakota Elvtr. Co. and I am mgr. of the Erskine Elvtr. Co.—Fred Meyerberg.

Evansville, Minn.—I. H. Harris is operating the elvtr. of the Farmers Elvtr. Co. under lease. C. L. and A. B. Anderson are members of our company.—Anderson Grain Co.

De Graff, Minn.—The elvtr. of the Northwestern Elvtr. Co., which has been closed for some time, may be reopened for business. Frank Simonds is now agt. of the Cargill Elvtr. Co.—Geo. W. Welsh.

Grogan, Minn.—The Anchor Grain Co. is not operating its elvtr. this year and I am now working for the Hubbard & Palmer Co.—W. A. James.

Cottonwood, Minn.—The Farmers Elvtr. Co. contemplates improving its elvtr. next summer, but has made no definite plans.—Joseph T. Garry, mgr.

Barnesville, Minn.—James Glasgow is now agt. of the Monarch Elvtr. Co. which recently took over the elvtr. of the Duluth Elvtr. Co.—F. E. Diemer.

Erdahl, Minn.—We operate the only elvtr. at this station. The Interstate Grain Co. has no elvtrs. here.—A. G. Westboe, mgr. Farmers Elvtr. Co.

Hutchinson, Minn.—The Miller Elvtr. Co. has wrecked its elvtr. John Jensen is agt. of the Imperial Elvtr. Co.—C. D. Hall, mgr. Farmers Elvtr. Ass'n.

Sebek, Minn.—Farmers have organized a company to build an elvtr. in the summer, and possibly a potato warehouse. The capital stock is \$3,000.

Foxhome, Minn.—Geo. I. Tubbs is now agt. of the Canton Grain Co. The elvtr. of the Amenia Elvtr. Co. has been closed for 3 years.—F. G. Myers & Co.

Harold sta. (Crookston p. o.), Minn.—The Monarch Elvtr. Co. will build a new elvtr. to replace the house which burned Dec. 14.—F. A. Olson, Melvin.

Felton, Minn.—We have succeeded the Amenia Elvtr. Co. and handle grain, coal, flour, feed and farm implements.—C. B. Brodine, mgr. Felton Elvtr. Co.

Fergus Falls, Minn.—The elvtr. of the Grain Producers Elvtr. Co. has been wrecked and the company is out of business here.—Red River Mlg. Co.

Airlie, Minn.—Foster Carson has succeeded E. A. Ekom, who resigned as mgr. of the Airlie Elvtr. Co. D. M. Satterlie is now agt. of the Cargill Elvtr. Co.

Clinton, Minn.—G. M. Johnson is now agt. of the Monarch Elvtr. Co. and F. M. Beaty is mgr. of the Farmers Elvtr. Co.—E. M. Utely, agt. Crown Elvtr. Co.

Adrian, Minn.—I think we will make some improvements in our elvtr. but no definite plans have been made.—Rufus Austin, agt. Hubbard & Palmer Co.

Harmony, Minn.—Wm. Spencer is agt. for Thos. Harstad and Quince Newell is agt. for the Milwaukee Elvtr. Co.—Joel Wolsted, agt. E. L. Tollefson & Co.

Freeport, Minn.—The Farmers Elvtr. Co. will have its elvtr. overhauled during the summer and will install new machinery and spouting.—S. P. Uhlenkott, mgr.

Bird Island, Minn.—The elvtr. of the Monarch Elvtr. Co. is closed. Ed Ibsen is agt. of the Pacific Elvtr. Co. and I am agt. of the Crown Elvtr. Co.—F. J. Ryan.

Hallock, Minn.—The elvtrs. of the Woodworth Elvtr. Co. and the Imperial Elvtr. Co. have been closed this year.—C. A. Erickson, mgr. Co-operative Elvtr. Co.

Franklin, Minn.—Gust Danielson is now mgr. of the Farmers Elvtr. Co. and Victor Linquist is agt. of the Pacific Elvtr. Co.—Wm. Fox, prop. Independent Elvtr. Co.

Appleton, Minn.—The Farmers Elvtr. Co. has built a flour house and now handles flour, feed and coal in connection with its elvtr.—C. S. Stilwell, mgr. Atlas Elvtr. Co.

Darwin, Minn.—W. J. Cavin is agt. of the State Elvtr. Co. and I am agt. of the Monarch Elvtr. Co., which took over the elvtr. of the Duluth Elvtr. Co.—R. J. Hass.

Fosston, Minn.—We have installed a new cleaner and are now talking of installing a manlift and dust collector next summer.—O. A. Thompson, mgr. Farmers Elvtr. Co.

Glyndon, Minn.—The regular grain dealers here are the National Elvtr. Co., with A. J. Fitzsimmons as agt. and the Monarch Elvtr. Co. of which I am agt.—C. E. Crain.

Downer, Minn.—The National Elvtr. Co. succeeded the Anchor Grain Co. and I am agt. Hans J. Ullrich is agt. of the St. Anthony & Dakota Elvtr. Co.—Ralph S. Higgins.



Holland, Minn.—D. Swam is agt. of the Atlas Elvtr. Co. The elvtr. of the Minnesota & Western Elvtr. Co. has been torn down.—A. E. Spranger, agt. Northwestern Elvtr. Co.

Atwater, Minn.—We have traded elvtrs. with Victor Peterson, who will wreck it and move it to his farm 10 or 12 miles from this station.—Monarch Elvtr. Co., Minneapolis.

Alexandria, Minn.—John Lindquist is agt. of the Atlantic Elvtr. Co. The elvtr. of the Andrews Grain Co. has been torn down.—H. S. Campbell, agt. St. Anthony & Dakota Elvtr. Co.

Cobden, Minn.—The elvtr. of the United Flour Mills Co., bankrupt, is closed. The Cobden Mlg. Co. is out of business and its elvtr. is closed.—J. R. Town, agt. Eagle Roller Mills Co.

Clements, Minn.—This station has 2 elvtrs. F. Bloodow owns a 20,000-bu. house and I have bot and am operating the 25,000-bu. elvtr. of the Western Elvtr. Co.—B. F. Bertrand.

Genola, Minn.—This town was formerly called Pierz. The Pierz Elvtr. Co. operates a 20,000-bu. elvtr. and we have a 35,000-bu. house of which H. J. Solinger is mgr.—Genola Grain Co.

Elko, Minn.—H. W. Meinke is now agt. of the Security Elvtr. Co. The Commander Elvtr. Co., of which I have been agt. for 14 years, has built a corn crib at its elvtr.—A. L. Page.

Battle Lake, Minn.—T. H. Hilden, prop. of a 15,000-bu. elvtr., quit business Mar. 1. Anton Morran is agt. of the Monarch Elvtr. Co.—John J. Rudke, mgr. Battle Lake Farmers Co.

Grove City, Minn.—The elvtr. of the State Elvtr. Co. is closed. Carl Warren is mgr. of the Farmers Grain & Trading Co. and I am agt. of the Northwestern Elvtr. Co.—R. A. Carlson.

De Graff, Minn.—Geo. W. Welch is operating the elvtr. of Jas. McQuaid. A. M. Gagen, mgr. of our company, has been away attending the funeral of his mother.—Farmers Elvtr. Co.

Faribault, Minn.—The Sheffield-King Mlg. Co. erected 2 tanks here last fall, with a capacity of 120,000 bus. It will do some more building in the summer.—P. A. Teslow, agt. Central Elvtr.

Atwater, Minn.—Geo. Jones is agt. of the Monarch Elvtr. Co. S. A. Peterson is agt. of the Atwater Mill Co. We have installed a new 20-h. p. engine in our elvtr.—H. J. Greve, mgr. Farmers Elvtr. Co.

Hereford, Minn.—The 2 elvtrs. at this station are operated by the Monarch Elvtr. Co. with H. N. Christianson as agt. and the Winter-Truesdell-Ames Co., of which I am agt.—Kurt H. Krueger.

Ash Creek, Minn.—E. A. Brown operates an elvtr. with S. Olson in charge and we operate the other elvtr. The elvtr. of the Pacific Elvtr. Co. burned more than a year ago.—E. A. Appleby, mgr. Farmers Elvtr. Co.

Dumont, Minn.—Herman Frisch is agt. of the Crown Elvtr. Co., W. N. Hulse is agt. of the National Elvtr. Co., and L. G. Pruesse is agt. of the Monarch Elvtr. Co. I have succeeded H. A. Quast & Co.—G. G. Quast.

Elmore, Minn.—We have built a new warehouse for tankage and are now building a new oats house and enlarging our office. M. J. Gary is now mgr. of the Farmers Elvtr. Co.—Robt. Gardiner, agt. St. John Grain Co.

Herman, Minn.—T. F. Donahue is agt. of the Cargill Elvtr. Co. and B. F. Davis mgr. of the Herman Market Co. The Northwestern Elvtr. Co. is no longer in the grain business here.—Farmers Elvtr. Co. of Norcross and Herman.

Bellingham, Minn.—The elvtr. of G. W. Van Dusen & Co. has been closed since August, 1914. The Farmers Elvtr. Co., Northwestern Elvtr. Co. and the Atlas Elvtr. Co., of which I am agt., operate elvtrs. here.—J. E. Kriebs.

Clara City, Minn.—New agts. at this station are Evert Asche for the Northwestern Elvtr. Co., Ike Orlebeke for the St. Anthony & Dakota Elvtr. Co., and M. W. Thom for the Willmar Mlg. Co.—C. H. Ahlfs, mgr. Farmers Elvtr. Co.

Lake Benton, Minn.—The Lake Benton Grain Co. has sold its elvtr. to the Farmers Potato Growers Ass'n for a potato warehouse. C. Snydergaard is now agt. for G. W. Van Dusen & Co.—R. M. Jorgensen, mgr. Farmers Co-operative Ass'n.

Carthage sta. (East Grand Forks p. o.), Minn.—Since we built our new elvtr. a year ago, we have added a 3-bin coal shed. Two more bins will be added to this during the coming summer.—Anton Anderson, agt. Monarch Elvtr. Co.

Hendrum, Minn.—A new cleaner, with a capacity of 500 bus. per hour, has been installed in the elvtr. of the Farmers Elvtr. Co. The Imperial Elvtr. Co. closed its elvtr. Feb. 1. J. J. Nelson is now agt. of the Monarch Elvtr. Co.

Delhi, Minn.—The Farmers Grain & Fuel Co. has remodeled its driveway and built a brick addition to its office, using the old office for an engine room and the new part for an office exclusively.—M. C. de Graaff, agt. Atlas Elvtr. Co.

Euclid, Minn.—Repairs will be made next summer on both elvtrs. here, one of which is owned by the St. Anthony & Dakota Elvtr. Co., J. H. Fulton, agt., and the other by the Red Lake Falls Mlg. Co., of which I am agt.—P. H. Balfour.

Nashua, Minn.—The elvtr. and warehouse of the Atlantic Elvtr. Co. burned Feb. 22. The fire was caused by a lighted lantern falling from the cupola into a bin where it burst.—M. M. Johnson, agt. Osborne-McMillan Elvtr. Co., Wendell.

Kensington, Minn.—The elvtr. of the Kensington Mlg. Co. has not been in operation for 2 years and the elvtr. of the Woodworth Elvtr. Co. was torn down last summer and the material shipped away.—P. G. Peterson, agt. Atlantic Elvtr. Co.

Ulen, Minn.—We are figuring on installing a large engine and new cleaner in place of the scalper now used. The capacity of the elvtr. legs will be increased also. Ole Knutson is now agt. of the Monarch Elvtr. Co.—H. L. Moebeck Elvtr. Co.

Kennedy, Minn.—The Farmers Elvtr. Co. is planning on improving its elvtr. The elvtr. of the Minnesota & Western Grain Co. is not in operation. John A. Anderson is agt. of the St. Anthony & Dakota Elvtr. Co. and I am agt. of the Imperial Elvtr. Co.—Arthur Fogelberg.

Donaldson, Minn.—Regular grain dealers here are the Imperial Elvtr. Co., with N. E. Davis as agt., Monarch Elvtr. Co., with K. J. Lind as agt., and O. Halvorseth. Mr. Halvorseth's office and fixtures were partially destroyed by fire of unknown origin on Feb. 22.

Clarkfield, Minn.—New agts. at this station are Alfred Larson for the Security Elvtr. Co., J. G. Groehler for the Pacific Elvtr. Co., J. E. Johnson for the Great Western Grain Co. and E. Micklesen for the Eagle Roller Mill Co.—Geo. H. Ledbetter, mgr. Clarkfield Roller Mill.

Baker, Minn.—The Red River Seed & Grain Co., of which I. B. Jones is mgr., is now buying on track but will probably build an elvtr. in the summer. J. E. Sorneson is agt. of the St. Anthony & Dakota Elvtr. Co. which has bot the elvtr. of the Anchor Grain Co. I am agt. of the National Elvtr. Co.—F. S. Wasem.

Fertile, Minn.—The Garfield Elvtr. Mercantile Co., of which G. H. Floan is mgr., traded elvtrs. with the Thorpe Elvtr. Co. last spring and the elvtr. of the Thorpe Elvtr. Co. is closed. The elvtr. of the Garfield Elvtr. Mercantile Co. has been remodeled into an up-to-date 45,000-bu. house. J. Alfred Gregerson is now agt. of the Great Western Grain Co. and I am agt. of the Monarch Elvtr. Co.—Jos. Melaas.

Lamberton, Minn.—Bids will be received up to Mar. 15 for the construction of a 40,000-bu. brick elvtr. which the Farmers Elvtr. Co. will build to replace its house which burned Jan. 19. Plans and specifications can be obtained from the Honstain Bros. Co.

Mapleton, Minn.—I. A. Lowne is mgr. of the recently incorporated Farmers Elvtr. Co. which took over the 28,000-bu. elvtr. of Byrnes Bros. on Feb. 1. Feed, flour, coal and tile will be handled as well as grain. Wm. Prentzion, formerly employed by Byrnes Bros., is ass't mgr.

Browns Valley, Minn.—M. L. Granoski is agt. of the Monarch Elvtr. Co. which took over the elvtr. of the Duluth Elvtr. Co. Lindquist Bros. are bankrupt. Geo. A. Bailey is prop. of the Bailey Elvtr. Co., operating a 20,000-bu. elvtr., and J. G. Peterson is supt. of Ely, Salyards & Co.—Equity Elvtr. Co.

Hancock, Minn.—The Cargill Elvtr. Co. is repairing its dump scale and making a few other changes in its elvtr., which is operated by N. Smokstad, independently. Chas. Welch is buyer for the Lang Elvtr. Co. The Northwestern Elvtr. Co., of which C. F. Magnuson is agt., will reshingle its elvtr. this spring.—M.

Boyd, Minn.—The elvtr. of the Boyd Mlg. & Power Co. is closed. Regular grain dealers here are Farmers Elvtr. & Mercantile Co., W. J. Haakenson, mgr., Great Western Grain Co., W. Winge, agt., Pacific Elvtr. Co., G. J. Peterson, agt., Security Elvtr. Co., E. S. Ouir, agt., and our company.—A. E. Ahre, agt. Eagle Roller Mills Co.

Dawson, Minn.—Regular grain dealers here are the Equity Elvtr. Co., A. L. Johnson mgr., Security Elvtr. Co., J. A. Carlson agt., Dawson Produce Co., A. O. Waterud, mgr., Eagle Roller Mill Co., A. J. Wier, agt., T. S. Thoreson, Exchange Grain Co., D. K. Danielson, agt., and the Pacific Elvtr. Co., of which I am agt.—G. W. Groehler.

Hoffman, Minn.—The Lang Elvtr. Co., of Minneapolis, bot the elvtr. of the Minnesota Grain Co. and increased the capacity to 20,000 bus. A. Gulbranson is agt. The Farmers Elvtr. Co. bot the elvtr. of the Atlantic Elvtr. Co. after its own house burned last summer. The Woodworth Elvtr. Co. took down its old elvtr. and built a 25,000-bu. up-to-date house. I am agt.—J. G. Meyer.

#### MINNEAPOLIS LETTER.

Henry E. Fletcher, who organized the grain firm of Marple & Fletcher at Chicago, Ill., in 1867 and later was pres. of the Northern Pacific Elvtr. Co. of this city, died at Old Point Comfort, Va., on Mar. 4. He was 72 years of age.

Arthur McGuire, of Duluth, has applied for membership in the Chamber of Commerce on transfer from W. C. Krise. The membership of O. H. Doeblir has been transferred to T. A. Sammis. F. M. Davies has requested his membership transferred to A. H. Owen. L. A. Howard has no interest in the purchase price of the membership in the name of D. J. Hanlon.

A petition for the establishment of trading in rye futures here is being circulated among members of the Chamber of Commerce. This market is now a leading rye market of the country and dealers handling rye want a market established for rye futures. Those who tried to hedge rye purchases in the wheat market found it unsatisfactory at times, the spread ranging from 5c to 30c.

The Abbey Grain Co., and C. L. Googins, on whose membership the Abbey Grain Co. enjoyed the privileges of corporate membership were expelled from membership in the Chamber of Commerce. F. M. Davies & Co., as a corporation, enjoy the privileges of corporate membership on the membership of R. J. Healy, one of its principal executive officers. The expulsion of F. M. Davies did not affect the membership privileges of F. M. Davies & Co.—J. G. McHugh, sec'y.



## MISSOURI

St. Peters, Mo.—The Farmers Elvtr. Co. has been organized.

Helena, Mo.—Carl Andrews, of Cardon, Kan., has bot an elvtr. here.

Ridgeway, Mo.—We are now sole owners of the Ridgeway Elvtr.—C. D. Ury & Son.

Montrose, Mo.—The Mann Grain Co. is now operating the 25,000-bu. elvtr. of the late J. D. Mann.

Passaic, Mo.—The 10,000-bu. elvtr. at this place is completed and in operation.—Passaic Elvtr. Co.

O'Fallon, Mo.—The Farmers Elvtr. Co. has installed a loader furnished by the Mattoon Grain Conveyor Co.

Membership in the Missouri Grain Dealers Ass'n has been applied for by the Midwest Grain Co., of St. Joseph, Mo.

Montrose, Mo.—We have not decided whether or not we will make improvements at our elvtr.—Farmers Elvtr. & Supply Co.

St. Joseph, Mo.—Continuous quotations and future quotations will be posted in the trading hall of the Grain Exchange in addition to the cash quotations which are now posted.

Richmond, Mo.—The R. V. Seward & Sons Grain Co., operating elvtrs. at Hardin and Orrick, contemplates the erection of one at this point.

Appleton City, Mo.—The Farmers Equity Co. has purchased the elvtr. of the Beach Grain & Elvtr. Co.—Farmers Elvtr. & Supply Co., Montrose.

Hardin, Mo.—The R. V. Seward & Sons Grain Co. will build an up-to-date handling house to replace its elvtr. which is now being wrecked.

Aurora, Mo.—Work will be started this month on the 125,000-bu. concrete wheat storage tanks for which we let contract to the Burrell Engineering & Construction Co.—Majestic Mfg. Co.

Oakwood, Mo.—The recently organized Farmers Elvtr. Co. contemplates the erection of a 30,000-bu. elvtr. C. K. Gillum, of Hannibal, is chairman of the company.—Boone & Dearing, Ely.

St. Joseph, Mo.—By a vote of 32 to 2 it was decided that hereafter memberships in the Grain Exchange will be \$500 instead of \$250, and the transfer fee will be \$100 instead of \$25 as before.

St. Joseph, Mo.—Members of the Grain Exchange are discussing the formation of a company to build a 1,000,000-bu. elvtr. early in the fall. The plans under consideration are very indefinite.

Blue Springs, Mo.—Willis E. Luttrell has bot the interest of the estate of Samuel L. Luttrell and will now be associated with A. B. Luttrell in the elvtr. and mill operated as the Blue Springs Mfg. Co.

Mayview, Mo.—Hugo A. Bruegganjoan, 23 years of age, agt. of the Eagle Mill & Elvtr. Co., was shot to death Feb. 28, when in attempting to capture a burglar in a store, he was mistaken for an accomplice.

Freeburg, Mo.—Farmers Grain & Lumber Co. incorporated; capital stock, \$12,500; incorporators, John Dill, John Klebbe and R. T. Wegman. The company will buy, store and sell grain and conduct lumber yards.

Forest City, Mo.—The repair work on our elvtr. is completed and the newly installed machinery is working fine. The Burrell Engineering & Construction Co. did the work.—H. E. Combs, ass't mgr. Farmers Elvtr. Co.

Maywood, Mo.—The elvtr. of Quinn Bros., containing between 400 and 500 bus. of wheat and some corn, burned Feb. 21. The loss is estimated at \$10,000 with insurance of about \$2,500. This was the only elvtr. at this station and was owned by Sam and Wm. Quinn. The safe and books were saved.

Jefferson City, Mo.—The annual report of State Warehouse Commissioner James T. Bradshaw for the year ending Dec. 31, 1915, shows total receipts from fees for inspection and weighing grain amounted to \$106,776.83 with expenses of \$91,847.89,

leaving a net balance of \$14,928.94. Kansas City showed earnings of \$17,209.99 and St. Joseph of \$2,267.21. St. Louis shows a loss of \$4,548.26. The large increases in the gross and net earnings for 1914 and 1915 was due to the 2 good crop years in succession in Missouri and the grain states tributary to the grain markets of this state.

## KANSAS CITY LETTER.

The McEwen Grain Co. has been out of business since June 21, 1915.—McEwen Elvtr. Co.

A. E. W. Miller, formerly traveling solicitor for B. C. Christopher & Co., is now in the office of Wm. G. Dilts, Jr. & Co.

Geo. A. Aylsworth, of the Aylsworth, Neal, Tomlin Grain Co., was married recently to Miss Josephine Clark, of St. Joseph.

The interior of the trading hall of the Board of Trade will be enlarged and improved and the cash grain and futures depts. more conveniently arranged. Work will be started Apr. 1.

A cash grain dept. has been added by the Orthwein-Matchette Co., to its grain and the cotton futures and stocks business. Cort Addison, who has for several years been with local grain firms, will be in charge.

The business of the Russell Grain Co., whose sec'y and general mgr., Erskine B. Russell, was killed Feb. 20, will be continued with James N. Russell as pres. and general mgr., Elizabeth B. Russell, sec'y, and Bert Sheldon, treas.

D. C. Bishop has been admitted to membership in the Board of Trade on transfer from C. E. Waldron, and Kenneth G. Irons, of the Vanderslice-Lynds Grain Co., has applied for membership, having bot the membership of the estate of H. H. Steele for \$5,500 which is the top figure, set more than a month ago.

## ST. LOUIS LETTER.

Logan Baxter, in charge of the cash corn and oats sales for the Langenberg Bros. Grain Co., was married Feb. 29 to Miss Irene Roberts.

The J. H. Teasdale Commission Co. has bot Central Elvtr. "B" from the Illinois Grain Elvtr. Co., owners and operators, and will take possession July 1. It has a capacity of 600,000 bus.

Henry C. Schultz, pres. of the Schultz & Niemeier Commission Co., died Mar. 3. He had been critically ill some time before but had recovered and was talking to several grain men on the floor of the Merchants Exchange when he suffered a stroke of apoplexy. Mr. Schultz had been a member of the exchange for more than 30 years. His widow and one son survive him.

A movement has been started to permit deliveries on future grain contracts from track as well as from elvtrs. This plan is being supported by grain dealers and millers and it is generally thought that it should be adopted on account of the relatively small elvtr. space in St. Louis in comparison with the large grain receipts at this market. The rule will be drawn and considered by the board of directors of the Merchants Exchange.

The following have applied for membership in the Merchants Exchange: F. J. O'Donnell, of the F. J. O'Donnell Grain Co., Denver, Colo., J. J. Wade and R. A. Williamson, of John Wade & Sons, Memphis, Tenn., H. S. Antrim, Sr., of H. S. Antrim & Co., Cairo, Ill., H. S. Kramer, East St. Louis, Ill., E. P. Hall, of the Nanson Commission Co., Daniel Mowe, of the Eaton-McClellan Commission Co., J. A. Ladd, of the Schreiner Grain Co., C. M. Brouster, of the Langenberg Bros. Grain Co., and Wm. Hammann.

For improving the weighing facilities of grain now in use, a conference of the special com'te of the Missouri Grain Dealers Ass'n with representatives of Missouri railroads was held in this city recently. An effort is being made to have the railroads adopt the scale testing and inspection methods at country points as is now in practice in Oklahoma. Arrangements have

been made which are satisfactory to grain dealers as well as the railroads, but will have to be approved by both before they can be put into effect. They reached an agreement whereby each railroad will test the scales of the elvtrs. and mills along its line twice a year under the supervision of the grain dealers' com'te. They think that this will help toward the elimination of claims for shortage and will benefit both shippers and receivers, as well as the railroads. The com'tes in charge included W. H. Hurley, Clinton, Mo., Cecil Wayland, Carrollton, K. K. Kevil, Malden, J. A. Gunnell, Mexico, and John Dower, supt. of weights of the Merchants Exchange. The carriers' representatives were nearly all from the scale testing and operating depts.

## MONTANA

Perma, Mont.—Subscriptions are being taken for another elvtr. to be built here.

Belt, Mont.—M. M. Moser, of Stanford, has succeeded Carl Alexander, who recently resigned as mgr. of the Farmers Elvtr. Co.

Zurich, Mont.—This station has a small elvtr. which is owned by the St. Anthony & Dakota Elvtr. Co. and operated by A. E. Haggman.—X.

Great Falls, Mont.—The Barkemeyer Grain & Seed Co. incorporated; capital stock \$50,000; incorporators, A. E., A. H., and E. E. Barkemeyer.

Great Falls, Mont.—The Imperial Elvtr. Co. of Minneapolis, Minn., will soon open offices here and has made plans for the erection of an elvtr. in this city.

Forsyth, Mont.—The Musselshell Valley Grain Co., of Melstone, will commence work on a 30,000-bu. elvtr. and 75-bbl. mill combined as soon as the weather permits.

Helena, Mont.—Peter Scheirts and John Reis have bot the grain and hay business of C. H. Fortman. Mr. Scheirts has been employed by Mr. Fortman for the past 6 years.

Great Falls, Mont.—We hope to have our proposed 300,000-bu. fireproof elvtr., which will be erected in connection with our 1,500-bbl. mill, in operation to handle business next fall.—Mgr. Montana Flour Mills Co., Lewistown.

White Sulphur Springs, Mont.—The Montana Central Elvtr. Co. is negotiating with the Montana Elvtr. Co. and will probably take over its elvtr. here in exchange for one owned by the former company at a nearby station.

Conrad, Mont.—The Conrad Mercantile Co., which recently bot the Johnson Grain Co., has placed R. R. Corey in charge of the elvtr. and Ashford Lock in charge of the office. The business will be known as the Conrad Mercantile Co. Grain Dept.—J. C. Price, pres.

Helena, Mont.—A business meeting of the members of the Northwestern Grain Dealers Ass'n will be held in this city Mar. 11, in the Placer Hotel. Several matters of vital importance are to be considered and acted upon which will have much to do for the future welfare of the grain industry.—H. N. Stockett, sec'y, Great Falls.

## NEBRASKA

Craig, Neb.—Farmers are organizing an elvtr. company.

Gordon, Neb.—The Farmers Elvtr. Co. has been organized.

Mt. Pleasant, Neb.—Farmers are organizing an elvtr. company.

Avoca, Neb.—Simon Rehmeier is the new mgr. of the Avoca Elvtr. Co.

Panama, Neb.—G. D. Hedges will install a side hopper Boss Car Loader.

Carroll, Neb.—A. H. Williams is now mgr. of the Farmers Elvtr. Co.

Verona, Neb.—Report states that an elvtr. will be built at this place soon.

Wisner, Neb.—Henry Ira, formerly agt. of the Nve Schneider Fowler Co. at Ainsworth, has been transferred to this station.



Hoag, Neb.—The Farmers Elvtr. Co. is building a new residence for its mgr.

Fairmont, Neb.—The establishment of a farmers' elvtr. is under consideration.

Loma, Neb.—Alois Ruzicka has bot the elvtr. at this place from Mr. Van Ert.

Arlington, Neb.—The elvtr. of the Nye Schneider Fowler Co. is being repaired.

Bloomfield, Neb.—I am now agt. of the McCaull-Webster Elvtr. Co.—J. H. Grothe.

Haigler, Neb.—W. P. Lummis is now mgr. of the Farmers Elvtr. Co. at this point.

Wausa, Neb.—D. Kool is now mgr. of the Farmers Elvtr. Co., succeeding C. P. Lundgren.

Grand Island, Neb.—The T. B. Hord Grain Co. has completed a dust house at its elvtr.

Benedict, Neb.—Henry Johnson has succeeded N. G. Ensey as agt. for the Lincoln Grain Co.

Odell, Neb.—C. T. Story has succeeded W. O. Schoenbeck as mgr. of the Farmers Elvtr. Co.

Glenvil, Neb.—The recently organized Farmers Union Grain Co. has decided to build an elvtr.

Albion, Neb.—The Albion Mfg. Co., operating a 75,000-bu. elvtr. and mill, is repairing its power plant.

Hordville, Neb.—The Farmers Grain & L. S. Ass'n will build a warehouse as soon as the weather permits.

Sidney, Neb.—P. W. Barker has been retained as mgr. of the C. W. Hornaday Merchandise & Grain Co.

Surprise, Neb.—Homer Kimberly is now agt. of the Updike Grain Co., succeeding Archie Tobey who resigned.

Schuyler, Neb.—The elvtr., which the Farmers Elvtr. Co. will build soon, will have a capacity of 30,000 bus.

Bertrand, Neb.—The erection of an elvtr. is being considered by the Farmers Equity Union and the Bertrand Shipping Ass'n.

Bee, Neb.—Rudolph Struno, bookkeeper for the Octavia Grain & Lumber Co. at Octavia, will manage a grain and lumber company here.

Annandale sta. (Glenvil p. o.), Neb.—J. W. Henthorne has resigned as mgr. of the Farmers Grain, Coal & L. S. Ass'n and moved to Blue Springs.

Ruby, Neb.—The Farmers Elvtr. Co. has been organized with a capital stock of \$10,000. W. H. Ahlschwede is temporary sec'y-treas.

Holdrege, Neb.—The Farmers Equity Union has been formed to buy and sell grain and coal. It will either buy or build an elvtr.

Fairfield, Neb.—I am mgr. of the Farmers Union Ass'n which recently took over the elvtr. of the Clay County Grain Co.—N. G. Ensey.

Touhy, Neb.—The Farmers Union has bot the elvtr. of the Omaha Elvtr. Co. Jas. Kacirek is pres. and Otto Texel, mgr., of the company.

Kimball, Neb.—Oscar W. Seyfer, formerly mgr. of the Farmers Lumber & Grain Co., died recently, following an operation for appendicitis.

Dakota City, Neb.—Fred Schroeder, formerly agt. for the Fields & Slaughter Co. at McLean, has succeeded Fred Parker as agt. for the company here.

Filley, Neb.—L. E. Warner, of Du Bois, has succeeded C. W. Hagerman as mgr. of the Farmers Elvtr. Co. Mr. Hagerman is now mgr. of an elvtr. at Liberty.

Peru, Neb.—The Farmers Elvtr. Co. has been organized with a capital stock of \$10,000. It expects to build a large elvtr. at once. J. D. Graves is pres. of the company.

Wood River, Neb.—The safe in the office of the elvtr., owned by the Central Nebraska Elvtr. Co., was robbed recently, which is the 2nd time in a short while. The thief left the key to the office which had been missing for some time.

Beaver Crossing, Neb.—The Farmers Elvtr. Co. has been organized with a capital stock of \$50,000. The company expects to build an elvtr. as soon as a site is obtained.

Brainard, Neb.—A. J. Proskovec, agt. for the Nye Schneider Fowler Co., has been made ass't auditor and will have supervision of all the company's elvtrs. in Butler county.

Agnew, Neb.—Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, W. C. Elmendorf, P. E. Erickson and others. The new company will buy or build an elvtr.

Fremont, Neb.—The Brown Consolidated Mfg. Co. has filed a petition in bankruptcy. Liabilities are \$53,369 and assets, \$63,039. The company operates a 15,000-bu. elvtr. and 300-bbl. mill.

Fremont, Neb.—The Farmers Union Ass'n has built coal sheds and an office. The excavation for its elvtr. has been made and work on the building will commence as soon as the weather permits.

Monroe, Neb.—We will rebuild our elvtr. which burned Jan. 14. The new house will be a 22,000-bu. cribbed elvtr. The brick office and engine room, detached, were not destroyed.—T. B. Hord Grain Co., Central City.

Benkelman, Neb.—L. Morse is pres., A. Enfield, vice-pres., and D. L. Ough, sec'y, treas., and mgr., of the newly organized Farmers Equity Exchange. Mr. Ough succeeded James Mason, the recently appointed mgr.

Syracuse, Neb.—F. W. Hoobler, of Lebanon, will succeed me Apr. 1 as agt. for the Duff Grain Co. I resigned after having been with the company since 1890 and will go to Seattle, Wash., to live.—John T. Ridgeway.

Richland, Neb.—The Farmers Union Ass'n, which recently bot the elvtr. and coal business of the T. B. Hord Grain Co., has retained J. O. Garner as mgr. He had been with the former owner for 7 years. R. D. Smith is pres. of the new company.—G.

Beatrice, Neb.—Contract for a 16,000-bu. cribbed elvtr. has been let by the Dobbs Grain Co. to the Burrell Engineering & Construction Co. It will be built on the Union Pacific to replace the house which burned Jan. 5. Work will be started in the spring.

Hartington, Neb.—Concrete foundation walls will be placed under the north and west walls of the elvtr. operated by Lance Jones under the management of Frank Thoman. A cement grain floor will also be laid in the basement as soon as the weather permits.

Rosalie, Neb.—On Feb. 18 the Farmers Grain Co. had a fire caused by a defective chimney, but by quick work it was confined to the engine house. The loss was about \$225, covered by insurance. P. C. Christensen, mgr. for the past 6 years, has resigned to manage the Farmers Elvtr. Co. at Tekamah.—F.

Humboldt, Neb.—L. D. Watson represented to O. A. Cooper, prop. of an elvtr. here, that he had 1,400 bus. of corn in a crib and got \$20 advance by check. Mr. Cooper, knowing he did not live in the neighborhood, had him arrested after receiving the money. Fotograf and other information regarding "farmer" Watson will be found elsewhere in this number.

Tekamah, Neb.—W. A. Moyer, aged 60 years, mgr. of the Farmers Elvtr. Co., was found Feb. 22 hanging from a tree in a nearby grove. He had been complaining of failing health during the winter and disappeared from his home early the previous morning. No papers or notes were found on his person. P. C. Christensen, of Rosalie, has been secured as mgr. of the elvtr. and took charge Mar. 6.

Fullerton, Neb.—Fire totally destroyed the mill and elvtr. of the Fullerton Mill Co. and the electric light plant here, Feb. 26. The elvtr. contained 14,000 bus. of wheat and the mill 3 carloads of flour. The

fire was caused by a loose pulley coming in contact with the wood frame. Insurance amounting to about \$20,000 was carried by the Fullerton Mill Co., which will rebuild at once. The electric light plant also was insured.

Diller, Neb.—A special meeting of the stockholders of the Farmers Grain Co. was held recently to consider the advisability of dissolving the stock company and reorganizing as a co-operative ass'n under the laws of the state. The Farmers Grain Co. was organized 10 years ago with a capital stock of \$5,450, with about 150 stockholders and each share was worth \$25. The stockholders have dwindled to about 90 and the shares are now worth \$50. Under the reorganization all shares revert to the company at \$37.50 each. Many shares are now held by business men who are not interested in the buying and selling of grain. These men are glad to dispose of their holdings but many demanded the full \$50 a share. This point caused a spirited contest and by a majority vote resolutions for the \$37.50 price were passed, these shares to be assigned to the members of the new co-operative ass'n at \$37.50, the number of shares limited to 2 and the membership confined to farmers and owners of farms. A farmers equity union was organized with 20 members and its plan to take over the farmers elvtr. was not looked upon with favor by the stockholders of the old company.

#### OMAHA LETTER.

F. D. Weed has been made real estate agt. for the Grain Exchange Bldg.

We have moved our general office from Linwood to this city.—W. F. Dawson, of Dawson Grain Co.

Frank Herzog narrowly escaped death at the elvtr. of Merriam & Millard on Feb. 23. He went down into the bin to make repairs, when the grain coming from above caught him and forced him to the bottom outlet, where he became wedged across the opening, making it difficult to release him. He retained consciousness until a few moments before he was taken out and was able to give directions to his rescuers. Aside from a slightly sprained wrist and some bruises, he was not injured.

#### NEW ENGLAND

Boston, Mass.—The Boston Flour & Grain Club held its annual midwinter dinner Feb. 25 at which about 150 members enjoyed a good time.

#### NEW YORK

Elmira, N. Y.—The Spencer-Kellogg Co., of Buffalo, has purchased property which it will use for storage.

Buffalo, N. Y.—The Globe Elvtr. Co. has opened spacious offices in the Chamber of Commerce Bldg. as the offices at the mill were inconvenient.

Buffalo, N. Y.—Henry D. Waters, mgr. of the Export Elvtr. and pres. of the Western Elevating Ass'n, is ill. Mr. Waters also represents the Armour Grain Co. here.

#### NEW YORK LETTER.

John W. Gardner, at one time a large exporter of grain and hay, died recently, aged 81 years.

Fred M. Heywood, who has been transferred by the Norris Grain Co., of Chicago, Ill., from New Orleans, La., to this place, has applied for membership in the Produce Exchange.

A branch office in the Produce Exchange will be opened by Dudley M. Irwin, of Buffalo. It will be managed by A. N. Mosser, who will leave the firm of Knight & McDougal, with which he has been for several years.

James W. Forbes, of E. W. Wagner & Co., Chicago, Ill., has applied for membership in the Produce Exchange and Hubert D. Burbridge and Herbert T. Robson, of Paul, Robson & Co., and Arthur E. Newcomb, of Morrow & Co., have been admitted to membership.



## NORTH DAKOTA

Clement, N. D.—P. S. Hanson is now agt. of the Osborne-McMillan Elvtr. Co.

Lakota, N. D.—Farmers have decided to form a company and build an elvtr.

Powers Lake, N. D.—F. E. Aiken is now agt. of the Imperial Elvtr. Co.

Greene, N. D.—The Minnekota Elvtr. Co. has built a 4-bin coal shed.—Geo. Steele, agt.

Drake, N. D.—I have bot the 16,000-bu. elvtr. of the Royal Elvtr. Co.—C. A. Hahn.

Gladstone, N. D.—The Bayer & Loh Co. is in the grain business here.—Geo. W. Lee.

Calvin, N. D.—The Farmers Elvtr. Co. is considering the erection of an elvtr. in the spring.

Ree, N. D.—I am now agt. of the Expansion Lumber & Mercantile Co.—G. G. Radke.

Bordulac, N. D.—The Farmers Elvtr. Co. has installed a feed mill in connection with its elvtr.

Edgeley, N. D.—Ernest Steele is mgr. of the elvtr. owned by the Mona Valley Farmers Elvtr. Co.

Hague, N. D.—The Reliance Elvtr. Co. will rebuild its elvtr. which burned Dec. 31.—P. Helm, agt.

Starkweather, N. D.—The McLaughlin Elvtr. Co. is installing a new cleaner in its elvtr.—H. B. Freeborn, mgr.

Homer sta. (Jamestown p. o.), N. D.—The Farmers Elvtr. Co. has been organized with a capital stock of \$6,000.

New Leipzig, N. D.—I have succeeded H. Bellman, who resigned as mgr. of the Farmers Equity Exchange.—E. A. Webb.

Grafton, N. D.—Farmers have organized a company with a capital stock of \$10,000 to build an elvtr. to handle the 1916 crop.

Logan, N. D.—We have an up-to-date house at this point which we built last August.—Minnekota Elvtr. Co., Minneapolis, Minn.

Ellendale, N. D.—The elvtr. of the Ellendale Equity Union will be enlarged and new machinery installed this spring.—R. A. Dildine, mgr.

Powell sta. (Ojata p. o.), N. D.—Farmers will build an elvtr. at this station, which is 6 miles west of Grand Forks.—C. H. Sien, Merrifield.

Hague, N. D.—John Ven Vught, agt. for the Columbia Elvtr. Co. for the past 6 years, died recently.—P. Helm, agt. Reliance Elvtr. Co.

Fryburg, N. D.—Geo. Frisbie is sec'y and C. F. Carlson succeeded G. H. Flint on Jan. 1 as mgr. of our company.—Farmers Union Elvtr. Co.

Brittin, N. D.—The Farmers Elvtr. Co. bot the elvtr. at this station last fall.—Wm. A. Clark, agt. Bismarck Elvtr. & Investment Co., Stewartdale.

Mohall, N. D.—The Farmers Elvtr. Co. will repair its elvtr. and rebuild its coal sheds. A 30-h. p. engine will be installed this year.—A. N. Tolen, mgr.

Bowbells, N. D.—I am agt. of the Occident Elvtr. Co. and not A. J. Carter as shown in the list of North Dakota Grain Elvtr. Operators.—Fred Baugasser.

Dore sta. (Fairview, Mont., p. o.), N. D.—Chas. G. Johnston has succeeded J. P. Havens as mgr. of the Farmers Elvtr. Co. and Mr. Havens is now at Dickinson.

Finley, N. D.—B. J. Long has resigned as agt. of the Cargill Elvtr. Co. and is now cashier of the State Bank here.—O. F. Zeiner, agt. St. Anthony & Dakota Elvtr. Co.

Hurdsfield, N. D.—I will succeed B. F. Eppler as agt. of the Occident Elvtr. Co. and he will go to McClusky to manage the elvtr. there for the same company.—E. D. Pratt.

Hamburg, N. D.—Albert Briggs, second man for the Regan & Lyness Elvtr. Co., has been arrested, charged with cashing bogus grain checks in the absence of the regular buyer.

Sentinel Butte, N. D.—The Sentinel Butte Grain Co. has a 40,000-bu. elvtr. here which is owned by A. L. Martin and operated by Geo. McClosky. J. S. Schneider is now agt. of the Thorpe Elvtr. Co.

Grandin, N. D.—The Grandin Farmers Elvtr. Co. will build a 350-ton coal shed as soon as the winter is over. This will replace its old shed. C. O. Siminon is sec'y of the company.—Frank Russell, mgr.

Spiritwood, N. D.—E. T. Ingersoll will manage the elvtr. which the Equity Elvtr. Co. bot from the Occident Elvtr. Co. and I will hereafter be agt. for the Occident Elvtr. Co. at Hurdsfield.—E. D. Pratt.

Haynes, N. D.—The Farmers Equity Union will build a 40,000-bu. up-to-date elvtr., implement house and mouse proof flour house to replace its elvtr. which burned recently. D. F. Hoag & Co. are preparing plans.

Dickinson, N. D.—Detectives of the Northern Pacific R. R. have rounded up 11 wheat thieves who have been loafing in grain cars here. The total amount of grain stolen is reported by local elvtr. men as 1,500 bus.

Lidgerwood, N. D.—The Movius Elvtr. Co. and the Farmers Elvtr. Co. have installed new cleaners. The Lidgerwood Mill Co. has added a line of cleaning machinery at its elvtr. to separate weed seeds from the grain before grinding.

Manvel, N. D.—The Levant Elvtr. Co.'s new elvtr. is up-to-date in every respect. Equipment includes a manlift, automatic scale, cleaner, wagon and sleigh dump. Wm. O'Keefe is mgr.—U. E. Curry, agt. St. Anthony & Dakota Elvtr. Co.

Urbana, N. D.—T. C. Weatherbee is pres. and Riley Sloan, sec'y-treas., of the newly organized Farmers Elvtr. Co. which expected to build a 40,000-bu. elvtr. on the Northern Pac. The new building will be about 40x40x50 ft. to the eaves.—S.

## OHIO

Springfield, O.—The Ansted & Burk Co. has built a new 2-story office.

Lima, O.—I have removed from this city to Bellevue.—Andrew Ringlein.

Kansas, O.—The Farmers Elvtr. Co. has been formed to buy an elvtr. here.

Storms, O.—John L. Baum & Co. will install a Boss Air Blast Car Loader.

Big Prairie, O.—The Farmers Equity Union has engaged in business and will build an elvtr.

Catawba, O.—Willis Hodge will install a wheat cleaner and make improvements in his elvtr.

Homeworth, O.—Isaac Bixler & Son, props. of a flour mill, will build a grain and feed elvtr.

Helena, O.—I am now operating the elvtr. of the Helena Co-operative Co. under lease.—P. H. Daub.

Nevada, O.—The new owners of the elvtr. of Edward McLaughlin will operate it under the name of Smyth & Aten.

Glenmont, O.—Farmers Equity Exchange Co. incorporated; capital stock, \$12,500; incorporators, H. H. Tipton and others.—G.

Rudolph, O.—The Liberty Grain Co. incorporated; capital stock, \$25,000; incorporators, Earl C. Dauterman and others.

Louisville, O.—Thomas Weir, pres. of the Louisville Mfg. & Elvtr. Co., is recuperating after a severe attack of typhoid fever.

Rising Sun, O.—A store room has been built and 3 new scales have been installed by the Farmers Commercial Grain & Seed Co.

Kansas, O.—R. Shaul is mgr. of the elvtr. we recently bot from Ash & Ash.—J. L. Rouze, general mgr. J. L. Rouze Co., Fostoria.

Utica, O.—Our elvtr. on the B. & O. R. R. is completed but all the equipment has not been installed. It will all be in by Apr. 1. W. C. Alsdorf is agt. of the building which has a capacity of 1,000 bus. per hour.—Mt. Vernon Hay Co., Mt. Vernon.

Nevada, O.—The Nevada Elvtr. & Supply Co. incorporated; capital stock, \$15,000; incorporators, C. R. Cross and others.—G.

McComb, O.—R. E. Teegardin has bot the elvtr. of J. W. Long. Mr. Teegardin has been operating the elvtr. for some time.—G.

Xenia, O.—Dilvan Belden narrowly escaped death in being caught between a belt and pulley in his father's elvtr. recently.—G.

Vanlue, O.—The Farmers Grain & Supply Co. has been organized here with a capital stock of \$25,000.—H. B. Tippin, prop. Vanlue Elvtr.

Rushs sta. (Greenville p. o.), O.—Chas. L. Dangler has replaced his gasoline engine with a 15-h. p. electric motor and has made other repairs about the elvtr.—G.

Greenville, O.—W. H. Hawkins, member of the firm of Wenrick, Mote & Hawkins, has retired from the grain business and the firm name is now Wenrick & Mote.

Marion, O.—Henry Fish, mgr. of the Marion National Mill Co., was slightly injured, when he allowed the manlift at the company's new plant, to take him to the top.

Cleveland, O.—The Gates Elvtr. Co. has been ordered by the county commissioners to remove a warehouse now standing on ground purchased by the county, to its own land.

Defiance, O.—Northwestern Ohio grain dealers held a meeting Mar. 1 at the Crosby House. T. P. Riddle, of Lima, delivered an address in the interest of the Ass'n's general business.

Milford Center, O.—Fire on Feb. 15 damaged the elvtr. and mill of Frank Brugler to the extent of about \$2,000. The blaze started in the tubular dust collector and was put out by our volunteer fire dept.—G.

Seven Mile, O.—The office at the elvtr. of W. L. Shaeffer burned Mar. 4. The loss is estimated at \$1,000, covered by insurance. The elvtr., which had recently been covered with sheet iron and was full of wheat and other grain, was not damaged.

Hamilton, O.—The Eikenberry Bros. Co. is just completing the erection of a large wholesale seed and feed elvtr. The Burrell Engineering & Construction Co. has the contract. When completed it will be one of the largest and most up-to-date plants of its kind in this section of the country. The company expects to move its headquarters from Camden to this new building in the near future.—G.

For refusal to ship a car of wheat on contract the Loudonville Mill & Grain Co., of Loudonville, O., recently got judgment against Booth & Edwards, grain dealers of Newcomerstown, for \$160. Plaintiff alleged the sale was made Jan. 12, 1915, at \$1.30, and that on being advised by defendants Jan. 28 that shipment would not be made bot in the car at \$1.46. The contract consisted only of letters and confirmations and telegrams sent by the purchaser; and Booth & Edwards denied the contract, contending there had been no wheat sold by them.

## CINCINNATI LETTER.

Wm. Klein, of the Union Grain & Hay Co., died recently as the result of a throat tumor. Members of the Grain and Hay Exchange attended the funeral services in a body.

A rule has been adopted that delinquent members or firms will not be permitted to do business with other firms or members of the Grain and Hay Exchange unless the indebtedness is paid within 30 days.

Jos. H. Uptmoor and J. Edwin Harris, who assist W. G. Steve, mgr. of Henry W. Brown & Co., will join the Chamber of Commerce and Grain & Hay Exchange, receiving the certificates from the company on account of their good work.

## TOLEDO LETTER.

Fred Mayer, of J. F. Zahm & Co., writing from Havana, Cuba, says, "Whole family with me, so am having a hot time."



James Miller, of McClure, received internal injuries when his clothing caught in the shafting at the elvtr. of the Central Grain Co.

There is a movement on to form a statewide organization of the farmers co-operative elvtrs. of Ohio. A meeting is scheduled to be held in this city on Mar. 13, at the Boody House. It is my impression that the leaders or agitators mean well, but do not comprehend the facts of the case and are on the wrong track. They are advertising the meeting as open to all.—T. P. Riddle, Lima.

The grain shipping business of this district is almost paralyzed. Car shortage and the embargoes put on by eastern railroads are given as cause by Toledo shippers. Unless the freight congestion is lessened soon, it is predicted, some local manufacturers will have to curtail their output or construct storage sheds for the goods which are ordered and cannot be shipped.—W.

## OKLAHOMA

Lambert, Okla.—McCrary Bros. have bot the elvtr. of Eaton Orlingdorf.

Enid, Okla.—I am out of the grain business entirely now.—C. S. McClellan.

Lahoma, Okla.—The Lahoma Roller Mills have improved their elvtr. and mill.

Muskogee, Okla.—The Central Grain Commission Co. is out of business.—W.

Marshall, Okla.—Pearson & Hayton will repair their elvtrs. at this place, Billings and Douglas.

Pocasset, Okla.—The Farmers Elvtr. Co. has installed a loader furnished by the Mattoon Grain Conveyor Co.

Meno, Okla.—The recently incorporated Farmers Elvtr. Co. has purchased the elvtr. of the Meno Grain Co., of which A. B. Becker was prop.

Sentinel, Okla.—The Weatherford Mfg. Co. has bot the elvtr. of the Thomas Mfg. Co. and G. A. Johnson, of Elk City, has been placed in charge.

Oklahoma City, Okla.—The next annual meeting of the Oklahoma Grain Dealers Ass'n will be held May 23 and 24 in this city.—C. F. Prouty, sec'y.

Goltry, Okla.—Hotelling & Couch have let contract for an elvtr. to G. L. Godfrey. Equipments includes a Richardson Automatic Type Registering Scale.

Yukon, Okla.—Work is progressing on large concrete elvtr. and mill of the Yukon Mill & Grain Co. The Macdonald Engineering Co. has the contract.

Blair, Okla.—No elvtrs. are located at this point. We need one and will probably have it for the coming season. I buy and ship grain, but scoop it.—K. H. Clark.

Kingfisher, Okla.—Farmers Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Geo. Newer, R. P. Every and A. Zelabak. An elvtr. will be built as soon as possible.

Minco, Okla.—A small blaze, caused by an overheated exhaust pipe, at the elvtr. in which A. W. Marlow is interested, was extinguished with slight loss. The elvtr. was full of grain at the time.

Okarche, Okla.—The Farmers Elvtr. Co. will install a Richardson Automatic Type Registering Scale in the elvtr. now being built to replace its house which burned Dec. 30. John McCollum has the contract.

El Reno, Okla.—Charles Green, working on the construction of the new plant of the El Reno Mill & Elvtr. Co., climbed to the top of a 105-ft. derrick and tried to hang from a pole, head downward. He was instantly killed when he fell and it is thought that he intended to end his life.

Banner, Okla.—The elvtr. of the Yukon Mill & Grain Co., on the C. R. I. & P., has been remodeled and enlarged. Electric power is used and the house is up-to-date in every respect. I am mgr. J. S. Carter is mgr. of the Canadian Mill & Elvtr. Co. which wrecked and rebuilt its elvtr.—C. C. Coyle.

Alva, Okla.—J. B. Hupp and T. J. Holdridge, of Wichita, Kan., have bot the 33 elvtrs. of the Alva Roller Mills, of this place, for \$340,000. Mr. Hupp is general mgr. and Mr. Holdridge, treas., of the Kansas Flour Mills Co.—O.

Nowata, Okla.—The elvtr. and feed mill, owned by the Whitford Grain Co., of which W. A. Whitford is pres., burned Feb. 28 from an unknown cause. The total loss is estimated at \$17,000, with about \$8,000 insurance. The company may not rebuild.

Billings, Okla.—An attempt was made Feb. 27 to burn the elvtr. of Thorp Bros. which contained a large amount of grain. The fire was started at the corner near the gasoline tank, but it was discovered and extinguished before it had gained much headway.

Beaver, Okla.—The Bolin-Hall Grain Co., of Hutchinson, is building an elvtr. here. Equipment includes a Richardson Automatic Type Registering Scale. The White Star Co. has the contract. Elvtrs. have been completed by the H. F. Probst Grain Co. and the C. M. Light Grain Co. and the Alva Roller Mills has one under construction. A fifth elvtr. will probably be commenced by the Farmers Equity Exchange and report states that the Drennan Grain Co. will build one in the near future.

Enid, Okla.—The Lonsdale Grain Co., of Kansas City, Mo., has brot suit against the W. B. Johnston Grain Co. for \$1,000 on a contract for 5,000 bus. of wheat to be delivered for export Aug. 10, 1915, at 87½c, which the plaintiff says was not filled. The Lonsdale Grain Co. contends that the wheat was not shipped according to contract and it had to buy the grain on the open market at a loss. The defendant pleads the existence of an embargo on grain shipments to New Orleans, La., and Galveston, Tex., and states further that other shipments of grain were made under the contract.

## OREGON

Heppner, Ore.—The Farmers Union is planning the erection of a wheat elvtr. on account of the high price of grain sacks.

Portland, Ore.—John Reid, formerly a prominent grain exporter, died Feb. 23, aged 75 years. He was at one time a member of the grain firm of Jas. Laidlaw & Co.

Condon, Ore.—The Farmers Union held a meeting recently in regard to its proposed elvtr. Nothing definite was done, but it is figuring on a 50,000-bu. elvtr. Our grain receipts for a week would more than fill that.—X.

## PENNSYLVANIA

Pittsburgh, Pa.—Charles Carnahan, formerly with C. A. Foster & Co., has gone with B. McCracken & Son.

Quarryville, Pa.—E. B. Fritz & Sons Co. incorporated to handle grain and other commodities; capital stock, \$6,000; incorporators, E. B., Albert H. and Charles W. Fritz, who is treas. of the company.

Carlisle, Pa.—The firm of Allison & Fogelsanger, comprising D. W. Allison and W. H. Fogelsanger, has been dissolved. Mr. Allison has retired from the firm, which has owned the Western Maryland Grain Elvtr. for the past 11 years.

Erie, Pa.—A com'te has been appointed to prepare plans for the erection of a new concrete elvtr. to replace the Anchor Line Elvtrs. "B" and "C" which burned Dec. 10. The fire is still burning, but there is now no danger to Elvtr. "A."

### PHILADELPHIA LETTER.

J. B. Pultz & Co., grain dealers, have applied for membership in the Commercial Exchange.

David Kurtz, grain and feed dealer at Trenton, N. J., has applied for membership in the Commercial Exchange.

Samuel L. McKnight, former pres. of the Commercial Exchange, will be married to Mrs. Eleanor L. Stultz.

## SOUTH DAKOTA

Burke, S. D.—The Farmers Elvtr. Co. is being organized.

Columbia, S. D.—Fred Atkins has bot the elvtr. of G. W. Van Dusen & Co.

Corsica, S. D.—Peter Jongewaard has bot the elvtr. of Wait & Dana.

Rockham, S. D.—The Farmers Elvtr. Co. has let contract for a 30,000-bu. elvtr. to D. F. Hoag & Co.

Pierpont, S. D.—O. B. Light, prop. of the south elvtr., was married last month to Miss Elma K. Hanson.

Armour, S. D.—Geo. Brown has severed his connection with the Carlon Elvtr. Co. and is now at Scotland.

Wasta, S. D.—A farmers elvtr. company will be formed and an elvtr. will probably be built here or at Owanka.

Beresford, S. D.—The elvtr. of J. J. Mul-laney, which burned recently with a loss of about \$5,000, will probably be rebuilt.

Platte, S. D.—Moisture testers have been installed by the Farmers Elvtr. Co. here and at Howard, Fedora, Tyndall and Freeman.

Marvin, S. D.—C. E. White is mgr. of the C. E. White Grain Co. which took over the 10,000-bu. elvtr. of W. H. Walters recently.

Emery, S. D.—Mayer & Tschetter will wreck their old flat house and build a 24x 27 ft. elvtr., 40 ft. to the eaves. Levi D. Wait has the contract.

Bonilla, S. D.—We will wreck our old elvtr. and erect an up-to-date house during the coming season.—J. E. Rush, agt. Siberz Bros. & Craig.

Miller, S. D.—We are organizing a farmers elvtr. company and expect to have a good elvtr. in operation to handle the 1916 crop.—Glen M. Water, pres.

Ellis, S. D.—A. H. Betts, of Mitchell, will wreck one of his cribbed elvtrs. and move it to Alpena where he will build an up-to-date elvtr. Levi D. Wait has the contract.

Belle Fourche, S. D.—The large grain house and elvtr. on the ranch owned by M. J. Smiley, 5 miles east of this town, burned Feb. 15. Estimated loss, \$15,000; insurance, \$7,500.

Clear Lake, S. D.—I sold my elvtr. and coal business to John F. Huntington, who took possession Mar. 1. I expect to engage in the banking business at Redwood Falls, Minn.—Geo. A. Paton.

Gallup, S. D.—The elvtr. of the Farmers Elvtr. Co. burned Mar. 2. The estimated loss is \$40,000, on which \$7,000 insurance was carried on the building and \$25,000 on the grain. J. W. Twaddle was mgr. of the elvtr.

Osceola, S. D.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$9,000; incorporators, Chris Ester-good, M. W. McCoy and others. A 40,000-bu. elvtr. with double dump and cleaners will be built in the spring.

Dolton, S. D.—J. C. Kappenman is pres. and W. A. Kappenman, sec'y-treas., of the newly organized Farmers Elvtr. Co. As soon as 40 members are secured it will be incorporated and an elvtr. will be built.—D. J. Graber, agt. Farmers Loan, Land & Grain Co.

Egan, S. D.—We have bot the elvtr. formerly owned and operated by the farmers Grain & Lumber Co. We contemplate tearing it down and utilizing the material in the erection of a thoroly up-to-date building with facilities for handling corn.—F. M. Tusia Grain Co.

Diamond, S. D.—The elvtr. of the Ely, Salyards Co., containing about 20,000 bus. of grain, burned Feb. 21. H. H. Baker, mgr., was putting gasoline in the engine, when it became ignited by a spark and the whole room was instantly in flames. Mr. Baker was compelled to roll himself in a snow bank to extinguish his burning clothing. Report states that the elvtr. will be rebuilt at once.



Watertown, S. D.—The W. H. Stokes Mfg. Co., operating a 140,000-bu. elvtr. and 1,000-bbl. mill, has made an assignment in favor of its creditors. Liabilities of \$150,000 are unsecured, the banks here holding about \$40,000 of the amount. Financial difficulties reached a climax when suit was brot to recover on a grain shipment. W. H. Stokes is in Florida re-gaining his health.

Hartford, S. D.—A bitter fight is on between a majority of the stockholders of the Farmers Elvtr. Co. and the board of directors. Iver S. Henjum, who has been mgr. of the company for a number of years, was ousted from his position by the board and a new mgr. appointed. The stockholders resented the action and called a special meeting in an effort to elect a new board of directors. Both sides were represented by attorneys and the meeting was bitter in feeling, but nothing was accomplished. Both sides are determined and further developments are expected.

## SOUTHEAST

Atlanta, Ga.—The newly organized Atlanta Commercial Exchange has leased quarters for a term of years but will eventually erect a building of its own.

Hundred, W. Va.—The Hundred Mills Co. incorporated to conduct a grain, milling and elvtr. business; capital stock, \$35,000; incorporators, B. V. Allen, E. Snyder and others.

Tampa, Fla.—The Henderson-Bushnell Co. incorporated to handle grain and groceries; capital stock, \$50,000; incorporators, John Henderson, pres., treas. and general mgr., Frank Bushnell, vice-pres. and ass't mgr., and G. E. Mabry, sec'y.

## TENNESSEE

Memphis, Tenn.—W. W. Yates, of Yates & Donelson, is recovering from a serious operation.

## TEXAS

Galveston, Tex.—The J. Rosenbaum Grain Co. will remove its offices to new quarters.

Friona, Tex.—The elvtr. under construction for Courtwright & Warren is almost completed.

San Antonio, Tex.—The Tamalina Mfg. Co., in the grain business here, will install new machinery.

Canadian, Tex.—The Canadian Implement Co. equipped its elvtr. with a Hall Signaling Distributor.

Galveston, Tex.—M. Lasker, pres. of the Texas Star Flour Mills, operating an elvtr., died recently, aged 76 years.

El Campo, Tex.—The Farmers Elvtr. Co. has been dissolved. The elvtr. of the company was sold in January, 1915.

Le Tulle sta. (Bay City p. o.), Tex.—The Le Tulle Mercantile Co. is now adding a grain and feed dept. to its business.

Cameron, Tex.—Thornton Mill & Grain Co. incorporated; capital stock, \$15,000; incorporators, L. B. Thornton and others.

Galveston, Tex.—The grain com'te of the Galveston Exchange for this year includes E. Lasker, chairman, John S. Fordtran, J. J. Davis, E. F. Newing, P. A. Crane and August Wisrodt.

Paris, Tex.—We will erect a reinforced concrete 500-bbl. mill together with 8 reinforced concrete tanks, making a total storage of 250,000 bus., with 2 steel tanks now on the ground. There are no other elvtrs. here and we are the only large handlers of grain, others retailing it in a small way.—Paris Mfg. Co.

Austin, Tex.—For the purpose of making clear the intended and proper application of existing regulations of this commission, and of revoking conflicting advice heretofore given, it is ordered by the Railroad Commission of Texas that Item 1 of Circular No. 4603, issued by this commission under date of Aug. 1, 1914, be amended so as to hereafter read as follows: 1. Amend

SIT Rule 15 and MIT Rule 10, Section 6, of tariff, by adding thereto the following: "Ruling—Mixed cars out of transit point, containing grain or products that have been accorded stopping privilege and products that have been accorded milling privilege (the 'transit' point being both the stopping and milling point), may be handled under transit rules, applying to each the rules applicable thereto. This 'Ruling' will apply with equal force to Mixed Feeds, i. e., Mixed Feeds may be made up of articles accorded the stopping privilege as well as articles accorded the milling privilege." Informal ruling of Dec. 31, 1914, to A. B. Crouch Grain Co., is hereby revoked. Effective Feb. 21, 1916. Allison Mayfield, Chairman, William D. Williams, Commissioners.

## UTAH

Lehi, Utah.—Mrs. Melvin Maryberry has brot suit for \$40,000 damages against the Lehi Mill & Elvtr. Co. for the death of her husband, which occurred while he was at work in the Eureka Valley last summer.

## WASHINGTON

Kahlotus, Wash.—We contemplate building an elvtr. of about 50,000 bus. capacity.—Kahlotus Grain & Supply Co.

Centralia, Wash.—Wm. H. Carver, formerly identified with Carver & Sears, wholesale grain dealers, died recently.

Endicott, Wash.—J. F. Green has succeeded C. J. Dogsdon, who resigned Mar. 1 as mgr. of the Endicott Union Elvtr. Co.

Lamont, Wash.—Farmers Grain & Supply Co. incorporated; capital stock, \$25,000; incorporators, R. W. and Loretta Wallace.

Batum sta. (Ruff p. o.), Wash.—The Farmers Union Grain & Lumber Co. has been incorporated with a capital stock of \$8,000.

Seattle, Wash.—The Fisher Flouring Mills Co. has let contract for a reinforced concrete plant which includes 3-story warehouses and storage for 400,000 bus. of wheat. The capacity of the plant will be increased to 5,000 bbls. per day. All the elvtr. legging, spouting and interior construction will be of reinforced concrete and steel. Automatic sprinklers will be installed and the plant will be made as nearly fireproof as possible. From 23,000 to 25,000 bus. of wheat will be consumed each 24 hours.

## WISCONSIN

Osseo, Wis.—The elvtr. owned by Hagen & Waller has been badly damaged by fire.

Wausau, Wis.—The recently incorporated H. E. McEachron Co. has practically completed its new plant, which cost approximately \$200,000.

La Crosse, Wis.—Samuel Y. Hyde, one of the largest grain dealers in the northwest for a generation, died at Los Angeles, Cal., on Mar. 9. He was 79 years of age.

Coleman, Wis.—The Pound-Klondike Implement & Grain Co. incorporated; capital stock, \$7,800; incorporators, T. F. Knappmiller, A. J. Curegla and Geo. Stodola.

Superior, Wis.—We have considered the erection of a large elvtr. and expect at some future date to build it, but our plans have not, as yet, reached such a stage as will enable us to give any information as to date of building, capacity or other details.—W. P. Kenney, vice-pres. Great Northern Ry. Co., St. Paul, Minn.

## MILWAUKEE LETTER.

The Interstate Malt Co. incorporated; capital stock, \$75,000; incorporators, Burton F. Hales and DeWitt B. Hales.

It is our intention to open an office in this city before long, but plans have not been perfected.—Flanley Grain Co., Sioux City, Ia.

The rate of interest on advances for the month of March has been fixed by the finance com'te of the Chamber of Commerce at 6%.

## Elevator Burned at Peoria.

Peoria lost more than one-third of its grain storage capacity Mar. 6 when the Iowa Elevator was burned. Peoria has recently been enjoying record receipts of grain, and with the distilleries running full blast the loss of this house, well equipped with up-to-date machinery and situated to handle grain from all roads including the electric line, will be seriously felt.

The fire started at 9 a. m. when the main elevator belt broke, the friction creating sparks that ignited dust, causing a tremendous explosion in the upper part of the south building, the flames breaking out in several places at once.

The first explosion was followed by three other explosions at brief intervals, the flames jumping the 30-foot space into the north building, to which it was connected by conveyor galleries.

Four men were at work in the upper story when the fire broke out. On the first floor of the cupola, Emil Warner, saw the flames, sounded the water alarm, unreel the hose, ran to the 3d, 4th and 5th stories and warned the men at work, stopping on the top floor to unreel the hose and to throw out the books and his overcoat. While he was crawling back to the stairs an explosion blew the roof off the building. He groped his way to the fire escape and climbed down 125 feet.

The buildings contained 573,000 bus. corn and 181,000 bus. oats, owned mostly by S. C. Bartlett & Co. The plant was owned by the Iowa Elevator Co., of which W. H. Bartlett is pres. The buildings were of crib construction and burned rapidly. The loss is \$100,000 on the buildings and \$500,000 on the grain; fully insured. The house is likely to be rebuilt; it was rebuilt after a fire 18 years ago.

## North Dakota Farmers at Grand Forks.

The Farmers Grain Dealers Ass'n of North Dakota held its annual meeting at Grand Forks, N. D., Feb. 29 to Mar. 2, being called to order at 2 p. m., Feb. 29, by Pres. P. A. Lee of Pekin in the Hotel Dacotah.

A. A. Lane and others spoke on the subject "Co-operative Gingersnaps." F. L. McVey, pres. of the University of North Dakota delivered an address; as did P. E. Knudson of Eckelson, N. D., on "Hedging." M. C. Gaulke of Thompson, N. D., spoke on the "Railroad Tax."

Resolutions com'te: L. P. Ormsby of Edgeley, N. D.; A. O. Sundt of Forman, Joe Hiler of Wales, J. M. Jones of Beach and Max Gaulke of Grand Forks.

The com'te reported a resolution, which was adopted "demanding federal inspection and standard grades for all grain," and a resolution urging a state auditing ass'n.

A. A. Lane of Sherwood was elected pres.; Wm. Holmquist of Reed, first vice pres.; J. M. Still of Beach, second vice pres.; M. C. Gaulke of Grand Forks, sec'y, and L. P. Ormsby of Edgeley, treas. Directors, S. A. Garber of Fortuna and L. J. Fraser of Hoople.

Wednesday evening the delegates were entertained at a banquet given by the grain men of Minneapolis and Duluth at the Hotel Dacotah. M. C. Bacheller acted as toastmaster. A good orchestra furnished the music and amateur artists gave a vaudeville entertainment.



## Supply Trade

CHICAGO, ILL.—Bates Bag Filling Co. recently incorporated; capital, \$100,000. Incorporators, A. M. Bates, F. D. Wood and R. M. Bates.

IN DECIDING the length of an advertisement a good rule is to make it as long as something interesting can be said in legible type.—Etheridge.

I THINK your advertising is great and I enjoy nothing better than an hour spent looking it over.—H. B. Hall, mgr. Farmers Elevtr. Co., Hoag, Neb.

CHICAGO, ILL.—J. H. Falaide, formerly connected with the Burrell Engineering & Construction Co., is now with the Stephens Engineering Co. acting in the same capacity.

PRICE REGULATION under patents as permitted by the latest decisions is the subject of an interesting pamphlet of 56 pages by Jos. A. Minturn of the Indianapolis bar, reviewing decisions in the Sanatogen, Victor, Bement, Dr. Miles, Boston Store, Ford Motor and Cream of Wheat cases.

MOLINE, ILL.—Wm. C. Bennett, after a long and faithful service extending from the incorporation of the company in 1872 until a few months ago, has retired from active connection with the Barnard & Leas Mfg. Co. His son, F. E. Bennett has become associated with the company and will act as secretary.

MINNEAPOLIS, MINN.—The Richardson Grain Separator Co. will soon have an attrition mill, general purpose elevator cleaner and separator, screenings grinder and a dust collector ready to place on the market. The construction of a three-story addition to its factory will start within a few days.

THE MAN that don't advertise may know about his own business, but nobody



Sections of the Perfection Flexible Loading Spout.

else does. You might as well stop the clock to save time as to stop advertising to save money.—Kin Hubbard.

CHICAGO, ILL.—We have received a copy of "Belting Records," an account book for keeping record of the service given by belting. Elevator foremen will find it valuable as a means of determining which brand of belting gives the most satisfactory and economical service. It is ruled on ledger paper with the following headings: From whom purchased, brand of belting, width, ply, diameter of pulleys, h. p. transmitted, date put on pulleys, date when taken up first, stretch inches, date when taken up second, stretch inches, date when taken up third, stretch inches and remarks. One of these books will be sent as a compliment to readers of the Journal, upon inquiry to W. H. Salisbury & Co.

### Drier for Kansas Elevator.

A drier comprising four units and with a drying capacity of 50,000 bushels of corn daily, is being installed at the Neola Elevator, Argentine, Kan. A 20-h. p. motor will operate each of the units and coils containing 26,000 feet of steam pipe will furnish the heat, which is to be delivered by fans to the heating chambers at the rate of 136,000 cubic feet per minute. The same volume of cool air may be forced by the same fans into the cooling chambers.

The building is 100 feet long by 64 feet high, and storage is provided both above and below the drier section. Promptly upon receipt of the order for the drier from the Armour Grain Co., the Hess Warming & Ventilating Co. started a superintendent and 14 workmen to Argentine with the intention of rushing this modern drier to completion within the next 60 days.

### A New Loading Spout.

In the manufacture of the flexible loading spout illustrated herewith bolts or rivets have been completely eliminated. It is electrically welded thruout and so made that it can be dismembered in a few minutes, or either of the eight or ten spout sections may be replaced or turned with a loss of time to the elevator operator of less than two minutes.

As each section is free to swivel upon the ring which holds it in place the new spout lends itself perfectly, from end to end, to any degree of bend desired.

Two chains, similar to those generally used on flexible spouts, carry the weight of the device and hold the spout intact. A ring of mild steel band iron, supporting one spout section, is attached to every fourth or fifth link in the chains, end pieces being welded to the ring upon either side. These end pieces are of a size which will protrude thru the chain link, and they are easily held in that position with the aid of small pieces of snap wire, acting as cotter pins.

The inner side of the support ring is so shaped as to fit snugly against a  $\frac{3}{8}$ -inch flange turned outward upon the widest circumference of the spout section. This permits each section to rotate freely within the ring which supports it. To prevent the spout section from working upward thru the ring two small retaining hooks, shown in the illustration, are welded to the ring.

By making each section rotatable within its supporting ring a long life is guaranteed the Perfection Spout, as each of the sections may be completely worn thru on all of its inner surface before a new section is necessary. By avoiding the

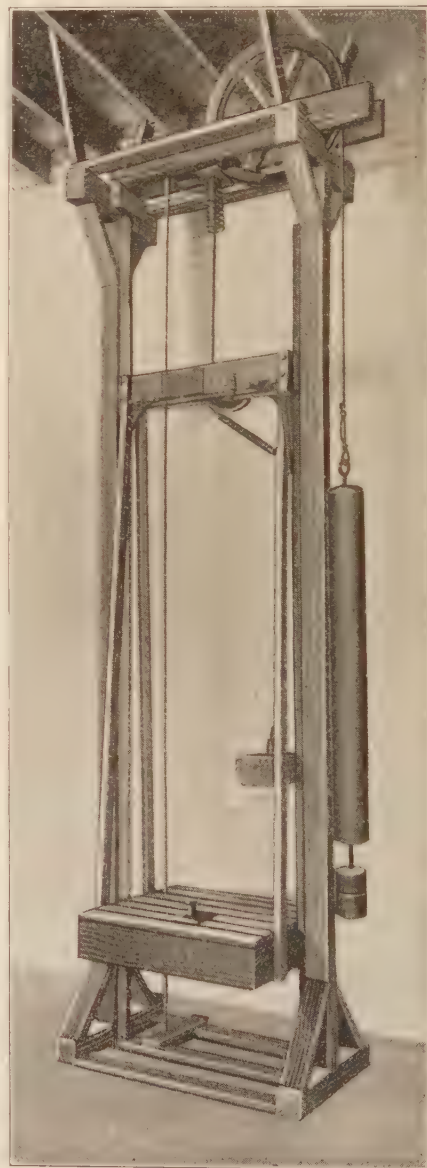
swivel at the top and the customary 18 or 20 inches of rigid section greater elasticity is obtained, and a curve is thus provided which will throw grain completely to the ends of the car.

It is claimed by the manufacturer that no scooping or trimming is necessary to obtain an evenly loaded car, and it is also said to be possible to load a car to within ten inches of the roof. Removal of the spout from a car loaded in this way is accomplished by taking out one of the sections near the center. This permits bending the whole at a right angle, when it can easily be pulled from the load.

The Perfection Flexible Spout is the invention of George Worley, an elevator manager now located at Salix, Ia., who has arranged for its manufacture in materials of different thicknesses.

### The Success Safety Manlift.

With the installation of a serviceable tho inexpensive manlift, the country elevator operator is assured that the oiler will visit the cupola more frequently, and in recognition of this fact the mutual fire insurance companies specializing on grain elevators and their contents have made a substantial reduction in the premium on plants so equipped. The cost of the manlift is thus returned to the elevator op-



The Success Safety Manlift.



erator within a comparatively short time. Elevator employes do not enjoy climbing up dark ladder wells through the dust to oil cupola bearings, so it behooves the owner of a plant not already equipped, to install an improved labor saving, fire reducing manlift and pay for it from his insurance savings.

A new type of Success Safety Manlift is being manufactured for the country elevator trade desiring fireproof equipment. This is the all steel model, made in the same dimensions and supplied with the same high grade fittings as the Success Wooden Lift.

Both models are manufactured and distributed by the Hastings Foundry & Iron Works, Hastings, Neb., and are provided with two safety devices controlled by powerful springs, one operating upon the clutch and the other on the cable. A long counterbalance weight offsets the weight of the operator, while a number of smaller weights are furnished to allow for differences in the weights of elevator employes from 140 to 250 lbs. The adjustment of these weights is shown in the accompanying engraving.

To reduce friction in the head pulley, sets of  $\frac{3}{8}$ -in. ball bearings are run within a bearing of semi-steel, lubricated automatically thru grease cups. A heavy recoil spring prevents jolting should the cage reach the top of the shaft without the brake being applied.

Liability of breakage is reduced to a minimum thru the use of semi-steel castings in both models, and heavy angle iron with channel steel in the fireproof design.

THE SENATE FINANCE COM'ITE has reported a bill providing for the storing and cleansing of imported Mexican peas, commonly called "garbanzos," wheat, barley and other grains. It provides that under treasury regulations bonded warehouses may be established in which imported garbanzos, wheat, barley and other grains and seeds may be stored, cleaned, repacked or otherwise changed in condition, but not manufactured, and withdrawn for exportation without the payment of duty. It is provided that the whole or any part of such imported grains and seeds may be withdrawn for consumption in this country upon the payment of the quantity so withdrawn. The bill was introduced first by Senator Ashurst of Arizona, and later by Senator Simmons of N. C., chairman of the Finance Com'ite, and has the approval of the Treasury Department.—P.

## Modern Equipment in Nebraska Plant.

The plant of H. T. Ingalls & Son, Cairo, Neb., shown in the engraving reproduced herewith, contains a large assortment of modern equipment. A double dump is placed in the driveway, conveniently located between the attached office and elevator, while on the other side of the office is a four-ton wagon scale. Cairo is only a small town of about 400 population in Hall county, but each season the C., B. & Q. Ry. carries out more than 150 carloads of wheat alone. H. T. Ingalls & Son have found it profitable to install an automatic shipping scale and a grain cleaner, while two electric motors supply power to the elevator, and attached mill.

Equipment in the flour mill of this enterprising firm, which is of modern construction and attached to the elevator, includes a 25-bbl. Midget Marvel Mill installed last June. In addition to the Cairo plant which comprises nine bins and provides storage capacity for 15,000 bus., the firm operates a modern plant at St. Michael, Buffalo Co., Neb., also on the C., B. & Q. Ry. That plant has storage capacity for 10,000 bus., and is managed by C. W. Hill.

The firm installed a flour mill in connection with its grain elevator at Cairo, not that it had any complaint to make about the profits it was making in the grain business, but for the reason that by installing a "Midget" Marvel mill in connection it could greatly increase its income by turning waste power, waste labor and waste space into a profit.

INTERIOR eastern trade in oats is greatly restricted and shippers are experiencing the greatest difficulty in routing grain to New York, whether for domestic or export delivery. Arrivals of oats have fallen off much to the inconvenience of those who have depended upon supplies in transit to replenish diminishing stocks. This has resulted in an improved cash situation by the absorption of spot offerings at an increased rate. Premiums are gradually advancing and under existing conditions they should continue to gain moderately. We do not anticipate a scarcity of spot oats in the near future, but believe they should sell at better relative prices to the May option than when values were ten cents per bushel above the present level.—L. W. Forbell & Co.

## The Grain Man's Opportunity

For turning his waste power, waste space and waste labor into profit, is explained in a free book we shall be pleased to send, post paid, upon request.

Write to-day  
It will surely  
interest you—

Anglo-American  
Mill Company

Incorporated

435 Fourth Street

Owensboro, Ky.



H. T. Ingalls & Son Elevator and Mill at Cairo, Neb.



## Supreme Court Decisions

**Consignor Tho Not Owner May Bring Suit.**—A suit on a transportation contract is properly brought in the name of the consignor, whether he is the owner or not. —J. A. Lamy Mfg. Co. v. Mo. Pac. Ry. Co. Kansas City Court of Appeals, Missouri. 182 S. W. 131.

**Carrier Liable for Failure to Notify Shipper of Rejection.**—Where goods were consigned to the shipper at the residence of the purchaser by B/L with draft attached providing for notice to purchaser, and the purchaser did not accept the goods, there being a local custom that the defendant railroad company should notify the shipper within 48 hours if a car is refused or not accepted upon arrival, its failure to give such notice was a breach of contract, although the purchaser had not notified the railroad that he refused to unload the car. —South Deerfield Onion Storage Co. v. New York, N. H. & H. R. R. Co. Supreme Judicial Court of Massachusetts. 111 N. E. 367.

**Unlawful Sale of Crops.**—The fact that a landlord has assented to the sale of other crops or to the sale of a portion of a particular crop by a tenant or cropper will not justify the tenant or cropper in selling any other portion of the crop, should the landlord see fit to object, for any sale in violation of the provisions of section 721 of the Penal Code of 1910 is at the peril of the seller, and the landlord's assent or consent to a previous sale could, as a matter of defense, be used only in rebutting the presumption that the accused was actuated by fraudulent intent. —Smith v. State. Court of Appeals of Georgia. 87 S. E. 829.

**Rights of Holder of Chattel Mortgage on Crop.**—Where a chattel mortgage upon a wheat crop gave the mortgagee a lien of which defendant had notice through the public records, defendant's taking of part of the crop and commingling it with its own wheat was an act of conversion. The lien of mortgages of a crop of wheat was not lost by seeking judgment on its debt and obtaining a foreclosure resulting in a deficiency judgment, and the mortgagee might proceed against one who had converted a part of the wheat. The rights of the holder of a chattel mortgage on a crop were superior to any equities in one who had received a part of the crop in payment of an indebtedness for sacks furnished the mortgagor the previous year. —German-American State Bank v. Seattle Grain Co. Supreme Court of Washington. 154 Pac. 443.

**Loss of Warehouse Receipt.**—A warehouseman is a bailee for hire, and has a special lien upon the property stored with him, and he is entitled to retain possession of it until all the storage charges are paid and the warehouse receipt for the property is presented; and where the receipt is lost, the warehouseman can retain the property until the owner gives bond to indemnify him against any possible loss in the event of the lost receipt turning up in the hands of some other person who might present it and demand the property. Civ. Code 1910, §§ 3501, 3503; Dixon v. Central of Georgia Railway Co., 110 Ga. 186, 35 S. E. 369; Patten v. Baggs, 43 Ga. 168, 174. In this case which was a suit in trover to recover possession of a bale of cotton stored in a warehouse, the evidence showing that the storage charges were not paid or tendered, and that the warehouse receipt for the cotton was not presented, and that no indemnifying bond was made or tendered in lieu thereof, the verdict, finding in favor of the plaintiff for the value of the bale of cotton, was unauthorized, and a new trial should have been granted. —Penick v. Almand. Court of Appeals of Georgia. 87 S. E. 845.

**No Allowance for Grain Doors on Interstate Shipments.**—Without preliminary action by the Interstate Commerce Commission a state court has no jurisdiction of an action by shippers to recover from an interstate carrier sums expended by them in constructing grain doors or bulkheads in cars furnished by the carrier for interstate carload shipments of farm products in bulk, the applicable duly filed interstate rate schedules making no reference to allowances for grain doors or bulkheads. —Loomis v. Lehigh Valley Railroad Co. Supreme Court of the United States. 36 Sup. Ct. Rep. 228.

**Inspector's Traveling Expense Must be Allowed by Auditor.**—The petitioner worked in the state grain department at Kansas City for three years and four months at a salary of \$60 per month. During the period of his employment there was no statutory provisions for his traveling expenses. The Legislature of 1913 appropriated a sum of money to be paid out of the "grain inspection fee fund" to reimburse the petitioner for traveling expenses while he was employed by the state. Held, that the Legislature had full and exclusive control of the subject, and the law pertaining thereto leaves no duty imposed on the auditor of state, except the ministerial one of executing the expressed will of the Legislature. —Hicks v. Davis. Supreme Court of Kansas. 154 Pac. 1030.

**Contract Invalid.**—On February 1st defendant wrote plaintiff asking for his best offer on 15,000 bushels of corn. On March 22 plaintiff wrote, "Referring to conversation had today with you over the phone, we are pleased to confirm the purchase from you of ten thousand bushels white corn" at 50 cents a bushel, plaintiff to furnish a man to weigh the corn, and their Mr. W. to examine it before it was loaded. On March 25 defendant wrote plaintiff, asking plaintiff to have their Mr. W. "come down as soon as weather will permit, as we want to load this corn." Held that, as the letter of March 22d did not refer to the letter of Feb. 1, but to a conversation over the telephone, and as the letter of March 25 made no reference to the letter of March 22, there was no sufficient writing to satisfy the statute of frauds, as the writings, unaided by parol evidence, were insufficient to show the terms of the alleged sale or to warrant the inference that the minds of the contracting parties ever met upon the terms proposed in plaintiff's letter. —Graham v. Henderson Elevator Co. Appellate Court of Indiana. 111 N. E. 332.

**Laborer Has Lien on Crop.**—Rem. & Bal. Code, § 1188, provides that, during the year in which farm labor is performed, the laborer shall have a lien upon all crops raised on the land, superior to all other liens, including a prior chattel mortgage. Section 1190 requires the claim of lien to be filed with the county auditor within 40 days after the close of the work; section 1190a gives all lienholders for farm labor the rights secured to lienors on logs as specified in section 1181, providing that any person eluding or rendering it difficult, uncertain, or impossible to identify any sawlogs upon which there is a lien, without the express consent of the lienholder, shall be liable for damages to the amount secured by the lien, and that on a showing to the court in the action to enforce the lien the court shall enter a personal judgment against such person if a party to the action, and that all the damages may be recovered by a civil action against such person. Plaintiff performed farm labor in 1912-1913, and in 1913 a lien therefore was adjudicated in his favor, and the grower had it put in a public grain warehouse and commingled with other wheat and negotiable warehouse receipts issued to the defendant, mortgagee, who sold the wheat and delivered the receipts to the purchaser. Held that as its identification as the wheat from the land on which plaintiff had labored was made difficult, uncertain, or impossible, he might recover damages of the defendant. —Hubbard v. Johnson. Supreme Court of Washington. 154 Pac. 457.

**Injury While Loading Cars.**—The plaintiff, while engaged in loading lumber for the shipper on a freight car stationed by the defendant on its side or spur track, and while persons inside the car, engaged about the same business, were placing in proper position lumber already loaded thereon, in order to refresh himself with a drink of water from a bucket placed at one end of the car and in its shadow, after obtaining a drink of water, seated himself near the bucket, awaiting the opportunity to resume his work. While he was so situated the car was struck at the other end by cars moved by one of defendant's engines to and upon this track without notice or warning to him, and not within his field of vision. Held that when the defendant placed a car on its side track to be loaded by the shipper it did so with the knowledge that the shipper and his employees would be engaged in and about the car, this knowledge carrying with it a duty to move this car with notice to those engaged in loading the car. —Seaboard Air Line Ry. Co. v. Baker. Court of Appeals of Georgia. 87 S. E. 828.

**Carrier Can Recover Value of Goods Delivered on False B/L.**—Complainant railroad, which delivered a carload of beans to defendant upon his innocent presentation of a false B/L made by his principal, after recovery by the holder of the true bill, might recover against the defendant, on the ground that a party's innocent misrepresentation of a material fact by mistake upon which another party is induced to act is ground for relief in equity as a willful and false assertion, which in either case operates as a surprise and imposition. A carrier is only authorized to deliver goods upon presentation of the genuine B/L, and any delivery made with that B/L outstanding is at its peril, and renders it liable to the holder of the genuine bill. Agent innocently presenting a false B/L made by his principal, receiving goods from complainant carrier, and remitting proceeds to his principal, without disclosing his agency to the complainant, held personally liable for the goods received. —Louisville & N. R. Co. v. McKay & Morgan. Supreme Court of Tennessee. 182 S. W. 585.

## Specifications in Contracts Should be Identical.

The Arbitration Com'te of the Minneapolis Chamber of Commerce apparently upheld defendant in the complaint by Millers Grain & Export Co., of Oklahoma City, Okla., against the St. John Grain Co., of Worthington, Minn., for damages growing out of several contracts for the shipment of corn, the controversy hinging on whether the sales were on the basis of shipper's weights and grades, or Kansas City weights and grades.

In its statement to the Chamber of Commerce the defendant states that the contracts were made basis "our weights and grades."

Plaintiff alleges that all his confirmations except that on contract No. 1 bear the condition "Omaha or Kansas City weights and grades shall govern," and that according to custom these conditions became a part of the contract and were binding upon the defendant.

From the evidence it does not appear that the minds of both parties exactly met, in which event there was no contract; the Arbitration Com'te, however, divided the costs between the parties and found "That complainant is not entitled to recover as to his claims on the first contract; that he is entitled to recover on the second, third and fourth contracts, the sum of \$125.85, less \$16.24, lost by respondent in selling out cars on first contract."

I AM no longer interested in the grain business.—A. E. Leon, Havana, Cuba.



## Buyer Liable for Delaying Inspection.

The Arbitration Com'ite of the Texas Grain Dealers Ass'n awarded Early Grain & Elevator Co., plaintiff, \$26.85 on a claim for \$86.24 against Lillard Milling Co., defendant, growing out of the sale of a car of wheat.

Defendant permitted the car to stand on track 16 days at Decatur, Tex., before making inspection, and then demanded 3c dock because the test was only 57, tho billed No. 2.

Diversion time having expired, the plaintiffs had defendant reload the car, which was forwarded to San Antonio.

The Com'ite held that "On account of the failure of the defendant to inspect and report on this car of wheat the diversion period expired and the defendant is liable for the necessary expense to have this car forwarded."

As the car was unloaded without notifying plaintiff, the Com'ite ruled that defendant had no right to apply the dock on the 3,000 lbs. not reloaded into the car.

## Shipper Entitled to Notification of Grading.

The McCaull-Dinsmore Co., of Sioux City, Ia., plaintiff, was given judgment for the full amount claimed, \$469.75, against the Updike Elevator Co., of Omaha, Neb., defendant, by the Arbitration Com'ite of the Grain Dealers National Ass'n, composed of D. I. Van Ness, Elmer J. Hutchinson and E. C. Eikenberry, on account of discounts taken on several cars of oats shipped on contracts and applied without notifying shipper that the grain graded new oats instead of old, as contracted.

Defendant claimed that prompt notice was given when the inspection report was obtained showing the oats to be new; but plaintiff denied having received the notice, alleging the first it knew of the grading was when account sales was received, Aug. 23, when they immediately wired defendant.

Shippers claim cars 133342, 72792 and 101013 all old oats. You should not have applied on contract at discount without notifying us. We expect you to protect us.

The Arbitration Com'ite states that:

The complainants produce affidavits stating that all the oats graded new No. 3 white cats were grown in the year 1914, and on these base their claim that the oats should have graded "old," and maintain that the defendant's failure to send, upon arrival, notification of the oats failing to grade according to contract, deprived them of the right of reinspection and appeal; that if they had not been deprived of this right they could have shown the oats were old.

The defendants maintain that the purchase of these oats was made subject to their postal-card terms and subject to the rules of the Omaha Grain Exchange. Defendant's postal-card bids state, "Grain of other grades apply on contract day unloaded at market difference between grades." They state that there is nothing in Omaha rules to cause them to give notification of cars grading higher or lower than contract calls for, and that it is customary under the Omaha rules to accept grain of lower grade at market difference.

In rendering its decision this Com'ite wishes to call attention to defendant's letter of August 24, 1915, which says: "We notified your Sioux City office on the arrival of car No. 133342 inspecting new No. 3 white oats on August 14, and supposed you were notified in the regular way of the arrival of the other two cars. Not receiving any notice from them at that time this was not satisfactory, we naturally supposed you had shipped new oats on your contract to apply at market difference." This letter would indicate that it is the custom of the defendant to send notification of the grading of grain on arrival.

Rule 26, National Trade Rules, reads: "It shall be the duty of the receiver, track buyer and distributors of grain on regular market terms to notify sellers of any failure to grade, so that they will receive such notice within 24 hours from date of inspection."

It is the opinion of this Com'ite that the evidence does not show these oats were purchased on postal-card bids, that Rule 26 of the National Trade Rules was not complied with, that the oats were not handled in accordance with the custom prevailing at terminal markets, that they were not handled in accordance with the defendant's usual custom, and that the failure of the defendant to handle these shipments according to the usual customs did

deprive the complainants of their rights to call reinspection and appeal, and thus caused complainants to suffer a loss of \$469.75.

## Crop Improvement.

THE DIRECTORS of the Chicago Board of Trade on Mar. 7 appropriated \$5,000 as its share of the fund to continue the crop improvement work of the Council of Grain Exchanges.

IMPROVEMENT in wheat producing and marketing methods was the subject of an illustrated lecture by Bert Hall of the Council of North American Grain Exchanges at a banquet recently given by the Kansas City Grain Club in the Hotel Baltimore, Kansas City, which was attended by many prominent grain men as well as millers. Edward C. Johnson, dean of the Kansas State Agricultural College, told of the work being done in Kansas to improve farming methods, and went into some detail about the new varieties of wheat being tried out with success in the state.

THE PEOPLES ELEVATOR Co. of Antwerp, O., is presenting each of its farmer patrons with a corn seed tester, which is a neat, ingenious contrivance of tin. It is made water-tight and is divided into numerous squares, each square being numbered, into which is placed a grain or two from different ears of corn. After a sufficient time, under proper conditions for germination, a proper determination of which ears have good seed for planting can be ascertained. The presentation is opportune at this time, in view of the condition of last year's crop, the tocsin being sounded by the State Experiment Station, and it is hoped that the farmers will exercise great care in planting of good corn.

## New Zealand Loses Thru Delayed Shipments.

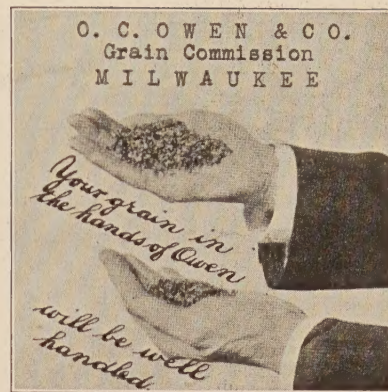
The shortage of wheat in New Zealand last season compelled the government of that country to place large orders elsewhere, and Canada was asked to ship at once a million dollars' worth.

The task of purchasing and shipping this wheat was entrusted to Sir George Foster, minister of trade and commerce at Ottawa, and he immediately purchased 1,406,732 bushels, ordering it placed in several Canadian elevators. After 504,000 bushels were exported Sir George is said to have lost much time trying to correspond with the New Zealand Government to find how it wished the remaining 900,000 bushels prepared for shipment.

This delayed shipments so seriously that on Jan. 10 he was informed by the owners of the grain to sell the remaining wheat at once at prevailing prices. The unbusinesslike methods had already caused a loss of many thousands of dollars to New Zealand thru subsequent drops in prices. The grain was immediately sold according to instructions, and the New Zealand Government stood the additional loss on nearly a million bushels.

This tremendous loss of money and the embarrassment to the Canadian Government could easily have been avoided had the transaction been turned over to a man experienced in the grain business. Canada has scores of grain firms who would have been glad to obtain this commission, and if permitted to do the work no delay or loss would have occurred.

THE ARGENTINE Gov't has issued a statement saying that the corn crop has been damaged materially by drought and locusts.



## Farm Reserves.

Chicago, Mar. 3.—Reports of our correspondents give the average amount of the 1915 wheat crop held by the producers as 20.1%; the total of 203,708,000 is 51,000,000 larger than a year ago. The government estimated crop of 1,011,000,000 is used in ascertaining the amount held. The total crop as reported by our correspondents was 926,928,000 bus., being the amount actually harvested from the preliminary report of acreage. On the basis of the Government's finally ascertained acreage, our reports would total 933,000,000, and on this basis the reserves would aggregate 187,533,000 bus.

Our correspondents report that 38.6% of the corn crop is in the hands of the producers, and on the government estimate of a crop of 3,050,000,000 bus., this equals, 1,179,772,000 bus. The January supplemental report of the department, giving the injury to the crop in the ten states wholly or partially within the killing frost area of early last fall, confirmed our preliminary and final estimate of a crop of far below that given by the department. The quality of the corn, as reported by the Government, adjusted to actual feeding value was 2,213,000,000 bus., versus our earlier report of 2,231,000,000 bus.

Reserves of oats are given us at 33.7%, or 518,881,000 bus. The percentage is not much better than last year, but the amount a third larger, due to the large crop estimated by the Government. From the states which had a wet harvest and long delay in threshing our correspondents report large losses, both last fall and during the winter, by spoiling; in these states the percentages are much smaller than in the states where the crop was harvested under favorable conditions. The heaviest losses are reported from Ohio, Indiana, Illinois, and Missouri, in which states it will be noted the percentages are lowest.

The general condition of the winter wheat is below the average at this season of the year, and much will depend upon the character of the weather the coming month, conditions at this time being bad in the central or lake states.—P. S. Goodman of Clement, Curtis & Co.

## Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book, 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, is printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50.

## GRAIN DEALERS JOURNAL

La Salle Street, CHICAGO, ILL.



## Patents Granted

**1,173,737. Rotary Grain Cleaner.** (See cut.) Cornelius Quesnell, Moscow, Idaho. A series of rotary members are fitted in journal boxes which slide horizontally side by side in parallel channel bars, below which is pivoted levers connected with the several journal boxes of the adjustable rollers by rods, for the purpose of adjusting the rollers towards or from each other.

**1,173,183. Drier.** (See cut.) Frederick A. Hetherington, Indianapolis, Ind. A rotatable drum, having a feed chute at one end, and a discharge opening at the other, has a casing surrounding it into which the heat from a furnace on which the whole is mounted circulates. A draft outlet in this casing, and one in the drum are provided for allowing the heat to circulate either through the drum or around it as desired. A centrifugal fan is connected with both outlets, and dampers are arranged to automatically open one outlet while closing the other.

**1,173,249. Grain Separator.** (See cut.) Otto A. Burgeson, Cantaur, Saskatchewan, Can. An upright casing is divided longitudinally to provide two discharge chutes, one at each side of the casing. In the casing are a plurality of individually removable screens arranged at an inclination and in zig-zag relation. Access to the screens in pairs is provided by a plurality of removable chute sections in one of the discharge chutes. Means is provided for directing the grain to a common receptacle, and the material separated, first to the chute, and then to a receptacle provided for the purpose.

**1,173,732. Automatic Weighing Scale.** (See cut.) Thomas St. Julian Babington Parnall, Smethwick, England. This automatic scale has a valve controlling the supply of material which is controlled by a linkage material operated by a lever. On the weigh beam is suspended a weigh hopper, the discharge outlet of which is controlled by a valve. To the hopper is pivoted a bell crank lever, connecting with a lever attached to the discharge valve, and a cam arm which is attached to the lever controlling the supply of material. The operations of the cam arm and the bell crank lever are synchronized by means of a lever connected to both.

**1,172,530. Seal.** (See cut.) Raymond H. Jones, Marysville, Cal. This seal combines a casing and a member adapted to co-operate with the part to be sealed. This strip has at the one end a securing portion and an actuating portion therefor, arranged at one side. In the casing there is provided means for frictionally holding these parts in a non-securing position, and for locking them in securing position. Identification characters are placed on the securing and actuating portions.

**1,173,224. Bag Holder.** (See cut.) Thomas Joseph Sturtevant, Wellesley, Mass. This device comprises a set of fixed and movable jaws between which a bag is held, a pivoted device attached to the support by which the movable jaws are carried, and a toggle device, comprising two members adapted to be brought into alignment to close movable holders against fixed holders, the toggle device thus maintaining the holder closed. A spring-operated device raises the movable holders when released.

**1,172,787. Apparatus for Testing Germination in Seeds.** (See cut.) Macomb B. Gray, Billings, Mont. A water-tight receptacle of rectangular shape is fitted with opposite, longitudinal grooves in its side walls along the top edges in which are made to slide horizontally, a series of rods, to which is mounted a sheet of water-absorbing material. The downward folds of this are stitched transversely to form seed pockets into which the seeds to be tested are placed. Below are attached wicks depending into the water in the receptacle and whereby water is drawn up to moisten seeds placed in the pockets.

THE GRAIN COM'ITE of the Boston Chamber of Commerce, which recently unanimously voiced its opposition to the Rubey bill providing for the Federal supervision of grain inspection, went on record against it on the fundamental ground that the Gov't should have no jurisdiction over the grain trade's business.

SMUT can be washed out or scoured so as not to hurt the flour in grain. Nearly every large crop of wheat contains some smut, but no one ever thought of condemning it for use as food on that account, yet the United States Dept of Agriculture has seized some wheat from the Pacific Northwest containing smut, and condemned it for food purposes. Such a proceeding we should say is foolish.—Frank H. Tanner, Sec'y, The Ohio Millers State Ass'n, Columbus, O.

## Insurance Notes.

THE PROCEEDINGS of the 16th annual meeting of the Kansas State Ass'n of Mutual Insurance Companies have been published in a pamphlet of 74 pages. The meeting was held at McPherson Oct. 27-28.

A "SAFETY FIRST" com'ite, composed of employees, to safeguard against accidents, encourage better sanitary conditions, reduce fire risks, etc., is a feature of the organization at the Valley City Milling Co.'s plant, Grand Rapids, Mich. The com'ite meets once a month, and suggestions are invited from all the employees of the mill. The interest of the employees has been increased by this method, and better co-operation between the company and mill workers has resulted.

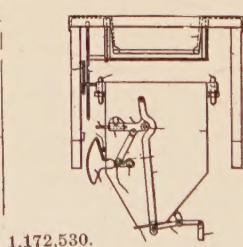
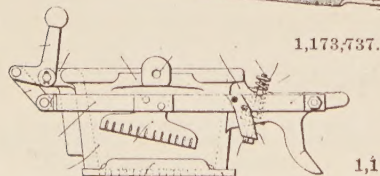
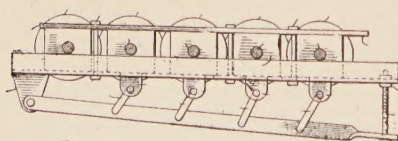
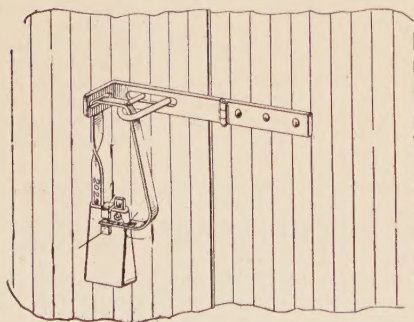
THE STANDARDIZATION of workingmen's compensation laws, now on the statute books of thirty-three states, was urged at a recent conference of the Employers and Workingmen's Compensation Bureau, held at Chicago. Those present represented more than \$500,000,000 of invested capital, with pay rolls in excess of \$75,000,000 annually for 150,000 employees. Exchanges holding membership in the bureau contribute \$1,057,000 for the liquidation of 1,500 claims yearly. It was pointed out at the conference that, as the laws in different states varied greatly, it was necessary to arrive at a proper basis of compensation, and would probably necessitate the amending of existing laws to a basis decided upon. Seventy trustees were in attendance, representing all the ass'ns and exchanges in the bureau. Delegates were present from the Illinois Indemnity Exchange, Wisconsin Employers' Exchange, Indiana Manufacturers' Exchange, Reciprocal Ass'n, Kansas Employers' Inter-Insurance Exchange, Oklahoma Employers' Exchange, Texas Indemnity Exchange and the Contractors' Inter-Insurers' Exchange.

THE AMERICAN ROAD BUILDERS Ass'n held its 13th annual convention at Pittsburgh on Feb. 28. Delegates from all parts of the United States, including mayors of 50 cities, attended the meeting.

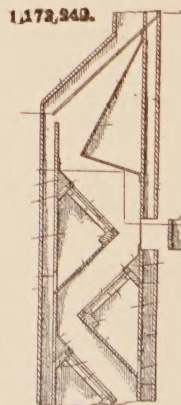
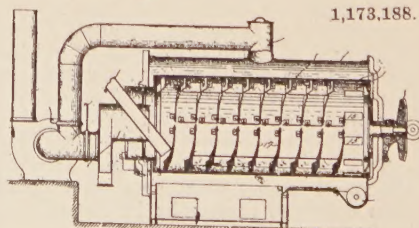
## Books Received

SOME INSECT PESTS and their Enemies is the subject of the October, 1915, bulletin, issued by the Missouri State Board of Agriculture, containing an interesting treatise on the Hessian Fly, the stage in which it winters and parasites that develop. The bulletin is sent free to citizens of Missouri upon application to the Sec'y of the State Board of Agriculture, Columbia, Mo.

THE MISSOURI YEAR BOOK for 1915 contains the 47th annual report of the State Board of Agriculture. A big section of the book, which contains 622 pages and is substantially bound, is devoted to the growing of high grade corn, and quotes the experiences of the many blue ribbon winners of 1915. Other field crops are given similar space, the art of seed selection is explained, and the eradication of insect pests illustrated. Other industries, including the raising of mules, sheep, cattle and hogs, are recognized as important factors in the state's prosperity, and suggestions are made for their improvement. The book is one of the most complete reports ever issued by a state board and is profusely illustrated thruout.—Jewell Mayes, sec'y, Columbia, Mo.



1,172,787.





## Revisions in Schedule of Millers Fire Ins. Co.

The revised country elevator schedule of the Millers' National Fire Insurance Co., Chicago, has just been published. The basis rate remains at \$1.75, but many revisions are shown which create lower premiums for the trade, while the revisions upward are few. The standard for country elevators is as follows:

Elevator building to be of crib construction or heavy frame studding. Cribbed buildings to be of 2x6 and 2x4 or heavier piece stuff spiked together; 2x4 piece stuff may be used alone when bins do not exceed in dimensions 8x8x30 feet. In frame constructed buildings 2x6 or larger studding, according to the size of bins, must be used, to be not over 16 inches apart. Studded bins to be rodded. Outside to be iron clad, including the cornice and window casings. Solid brick, stone or concrete foundations. Roof of metal slate, tile or composition. Cupola must be roomy, with space for a barrel of brine and elevator heads accessible. Basement or pit must be easily accessible and well lighted, especially in and around boots of elevator. Pit and basement floor to be cement. Conditions of construction apply to all additions and office, except that 2x4 studding may be used. Each stove to be installed in accordance with approved standard.

**STANDARD EQUIPMENT.**—No cleaners, shellers or feed mills. Shaftings, belts and drag chains to run clear and be easily accessible. All shaft bearings to be adjustable. Shafting through bins or dumps prohibited. Pulleys in heads and boots of elevators to be of iron. Wood, wood rim or lagged metal pulleys prohibited in heads and boots.

All elevator heads must be hopped to the down leg, at an angle of at least forty-five (45) degrees, to prevent accumulation of stock under pulleys and possibility of pulleys rubbing on strut board. Hand holes or hinged doors must be provided on side or front to facilitate inspection and cleaning.

All elevator buildings and premises must be kept clean and orderly. No accumulation of cobs allowed on the premises except in cob house. Where cleaning or shelling is done, a dust house and a cob house should be built.

A standard cob house shall not have boiler setting as a party wall and if frame power house, boiler settings not to be within thirty (30) inches of cob house wall. To have cement floor and walls above moisture line. Iron spout from elevator to dust or cob house and for cob house must be open on top for three feet at cob house end. Steam jets are recommended for cob rooms. No direct opening into boiler room, but to have interior partition for space sixteen (16) square feet, six (6) feet high, with slanting top and arranged to prevent overflow into boiler room.

There must be at least one barrel of salt water or calcium chloride solution on each floor, in cupola and one or more on first floor and basement, with two fire pails at each barrel.

Under the classification of "Warehouses" the company no longer lists the old shingle roof at \$1.75, and the basic rate on warehouses with metal, slate or composition roof has been advanced from \$1.25 to \$1.40. This rate also provides that the iron cladding of the building must be "properly grounded," to act as a lightning arrester. The basic rate on fire resistive warehouses, detached, has been made 25c, to which must be added various charges for deficiencies, including 50c for shingle roof and 25c for the handling of hay or straw within 50 feet of the insured building.

The rate on metal tanks and their contents has been reduced 50%. Where the basic rate for this type of storage detached the standard distance, was formerly 50c it has been dropped to 25c, and the rate on a frame or iron clad conveyor gallery to such tank has been reduced from 25c to 10c. Where wooden partitions are used in the metal tanks, however, an extra charge of 50c is made.

Under the head of "Standard Equipment" the lagged metal pulley in heads or boots has been placed in the same

class as the old wood or wooden rim pulley, and its use is absolutely forbidden without payment of a deficiency charge.

GRAIN DRIERS within elevators are permitted without extra charge by the new schedule, if installed according to the company's standard specifications. A deficiency charge of 50c was formerly made on these installations regardless of whether or not certain specifications were followed. The standards for grain driers advocated by the company are as follows: "Must be all metal with enclosed fan and steam coils, coils to be of the standard self-cleaning type; drier must be in a dustless room; construction of room to be not more combustible than metal siding on studding; concrete floor, and, amply ventilated."

For terminal elevators, where a city water supply is available, the new schedule provides an allowance of 10c for a standard standpipe and hose system, and if a standard watchman and clock system is installed in such elevators a further credit of 25c is permitted.

These revisions to the old schedule have been determined largely by the number of fires within the last five years and the causes thru which these fires have originated. This is proof positive of the advantage to all elevator operators of reporting the true cause of each fire. If a determined effort is made to give the facts in every instance there is no reason why the next schedule should not be even more favorable to elevator owner who strives to eliminate known fire hazards than the one just published.

## 2 plus 2 equals 5

Absurd—Certainly; but no more so than the way many insurance problems are solved. The average man will not make a contract involving \$500 without calling in a lawyer; but will make insurance contracts in any amount with a man who is in the fire insurance business merely as a side line. Is it any wonder that disputes often arise after a fire?

The "Grain Dealers" is a grain man's company. We study closely his insurance needs, and give him what his business requires. In other words we act as insurance counselors to our policyholders. Are you getting this service? It is open to you.

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Omaha, Nebraska



C. A. McCotter, Sec'y  
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INCORPORATED 1877

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is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his Purchases and Sales and determine almost instantly, whether he is long or short.

Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for——Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

The right hand pages provide spaces for a record of contracts for——Sold as follows: "Date, To Whom, Bushels, Grade, Shipment, Price, By Whom, How and Remarks."

Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

The book contains 80 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in full tan canvas.

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**GRAIN DEALERS JOURNAL**

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Chicago, Ill.

## Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

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## QUALITY

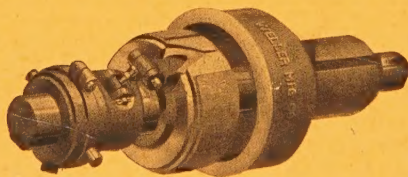
is the true test of cheapness. If you are about to purchase a Grain Drier or an Oat Purifier there is one sure way of obtaining "quality" and that is to specify the "Ellis."

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